



Victoria Embankment.

BEAUTIFUL LONDON.

By T. RAFFLES DAVISON [*Hon. A.*].

Read before the Royal Institute of British Architects, Monday, 18th May 1914.

LONDON is beautiful. Its fine river, its trees, its parks and squares, its vistas, its teeming life, and its wonderful atmosphere fill it with pictures of never-ceasing, of ever-changing, charm. But London is also sordid, depressing, ugly, and smoke-laden. An American writer has said of London: "It conveys an impression of sordid or ridiculous architecture, of tawdry shops, and of the lack particularly of everything spacious, gay, or monumental." It is full of contrasts, violent, appalling, and picturesque. These contrasts appeal to us all, and I suppose we should none of us feel the same interest in it if perfection reigned. People plead hard for its mud banks. Still, we make beauty our aim, and in the term beauty we include everything which goes to the general amenity and well-being of the city. This inclusive aim is the objective of the London Society.

THE LONDON SOCIETY.

If the approval and support of many notable people were enough to justify its existence to the world, the London Society might feel very well content with itself. But though the object of its existence—the good of London—is beyond reproach, the methods by which it seeks to attain that end cannot hope to escape criticism, and perhaps even opposition, from many who approve its object. And not only is that opposition to be expected from many who have the misfortune to be ignorant on the subject of architecture, but the very elect amongst the architectural profession may possibly think that the ideals which the governing Councils of the London Society set up from time to time are misjudged, or worse. The imaginative dreamer or critic who conjures up visions of great fleets of commerce by the mere act of looking upon the mud banks which now line the shore of the Thames is not a likely person to look with favour on the clean and massive walls of granite which form the boundary of a great river boulevard in the ideal vision of a London Society Committee.

Though I venture to hope it is a foregone conclusion that the aims of the London Society will have the sympathy and support of the Royal Institute of British Architects, it may be seasonable to suggest that the Society will welcome something more from that body than a mere platonic regard. The Society will do much to relieve the burden of responsibility which the Institute must feel as to the future of art in general and architecture in particular, and it will be its especial business to do things which may, perhaps wisely, be considered outside the province of the R.I.B.A.

THE AIMS.

It is, of course, needless to make out a case for the necessity of creating and maintaining and constantly developing London as a great and beautiful city, but as to how it is to be done is

a matter of very great moment indeed. There are four dominant considerations which affect the result: (1) The Control; (2) The Cost; (3) The Incentives; (4) The Methods.

Now here are points to consider, and we will, if you please, leave out the two first and come to the last, for the London Society does not aim either to exercise the control or to find the money. It does, however, aim to do something very definite about the third and fourth of these points. It would I presume, like to make and keep everybody very uncomfortable about the future of London until it has a very much brighter outlook than at present. It would try to keep us from a sleepy satisfaction with all the good things we at present possess, and to fill us with a divine discontent till the outlook is better. You will perhaps agree that this question of incentive is of the first importance, and without it nothing will be done, and that to provide it is an aim worthy of a great Association.

Every new society has to give some account of its aims and show some justification for its existence. But if it were objected that there are already so many societies existing for the amelioration of London, one might reply that it is just the existence of so many bodies and varied governing agencies which gives one of the most powerful reasons for the existence of the London Society. This Society hopes to include in its ranks so many of those whose position and capacity enable them to benefit London that it may consist of the very *élite* of our citizens, and that consequently its authority and opinion may not be safely disregarded. The aim is to create a body of public opinion so catholic in its outlook, and so well judged in its action, that London may be guided by the best of all good counsels. Besides this, it is hoped to stimulate the desires and ambitions of the whole body of London citizens for the most perfect development of the city.

There is an endless list of subjects which should interest the citizens of London. Might we not have some seats along the Mall and other thoroughfares? Might we not have the park railings further back, with flowers between the park and the road, and palisades less like the boundary of a lunatic asylum? Might we not have covered footways and bridges? Might we not have a thorough reconsideration of roadway crossings and reduced roadway facilities for street racing? Might we not banish manufactures which produce noxious smells entirely to the outskirts? Might we not limit the abuse of advertisements? Might we not proportion the heights of our buildings to the width of our streets? etc., etc. Anyone who has personally compared the delights of grass and flowers in the streets of Continental cities like Munich or Vienna is inclined to wonder why London cannot have them too. Those who have rested under the shade of trees in Berlin venture to think they might find the same privilege in London. Even in Western Canada they have got thus far, and one sees notices saying: "This park is your property—take care of it."

The chief issue which is set before the London Society is the good of London as a city, its orderly and beautiful development, its general amenity as a place for business or pleasure. The best means by which this is to be attained will, it is thought, be in a cultivation of the general interest of the public in the subject, and this is one of the chief objects of the London Society.

It is impossible to avoid the conclusion that under the existing conditions the development of London cannot be worthily secured. There are two main factors which offer insuperable difficulties. First the conditions of government and management which now exist; second, the lack of adequate ideals towards which the whole future development of London should be directed.

These ends can only be attained by a full and real combination of the best thought and effort amongst every class of the community. The last thing desired is to make it a society of architects, engineers, surveyors, or of any one preponderating class. The worst that could befall it would be that it should become political or factious in any sense. The ideal member of such a society would perhaps find a suitable political creed in that of a very rabid Radical Conservative.

METHODS.

We are under no illusion as to the small limits within which we can work. You cannot make people good by Act of Parliament, and you cannot make a city beautiful and full of fine

architecture merely by controlling legislation. It needs something more than that. At present our architecture represents very fairly the times and the people. The demand for anything very good is not superabundant, and probably would not increase to any large extent just because there were many better opportunities for its display.

COHERENT ACTION.

The initial difficulty at present as to London is the lack of unity and coherence in its many-sided governments and control. It seems doubtful when and how this will be overcome. On the face of it there seems a clear absurdity that London should be made up of twenty-eight boroughs, with their separate methods of administration and rates, even though they may be so dissimilar in their amenities and population as Westminster and Highgate.

It would appear that there should be some simplifying process which might result in the creation of one organic whole with a unity of rates and interests. It may not be, at first sight, clear to the working-man who trudges along the Mile End Road that he shares a community of interest in London with the dainty rich who lounge along our West End streets; but it could, I suppose, be proved that they both profit by a dignified, beautiful, and spacious city, by fine parks and handsome houses, as well as by cheerful, healthful, and well-designed homes and surroundings for the poorer people. And in the East End the people are paying higher rates. One can hardly doubt that some day the wider view and the statesmanlike policy will bring about a better union of forces and a more equitable distribution of burdens.

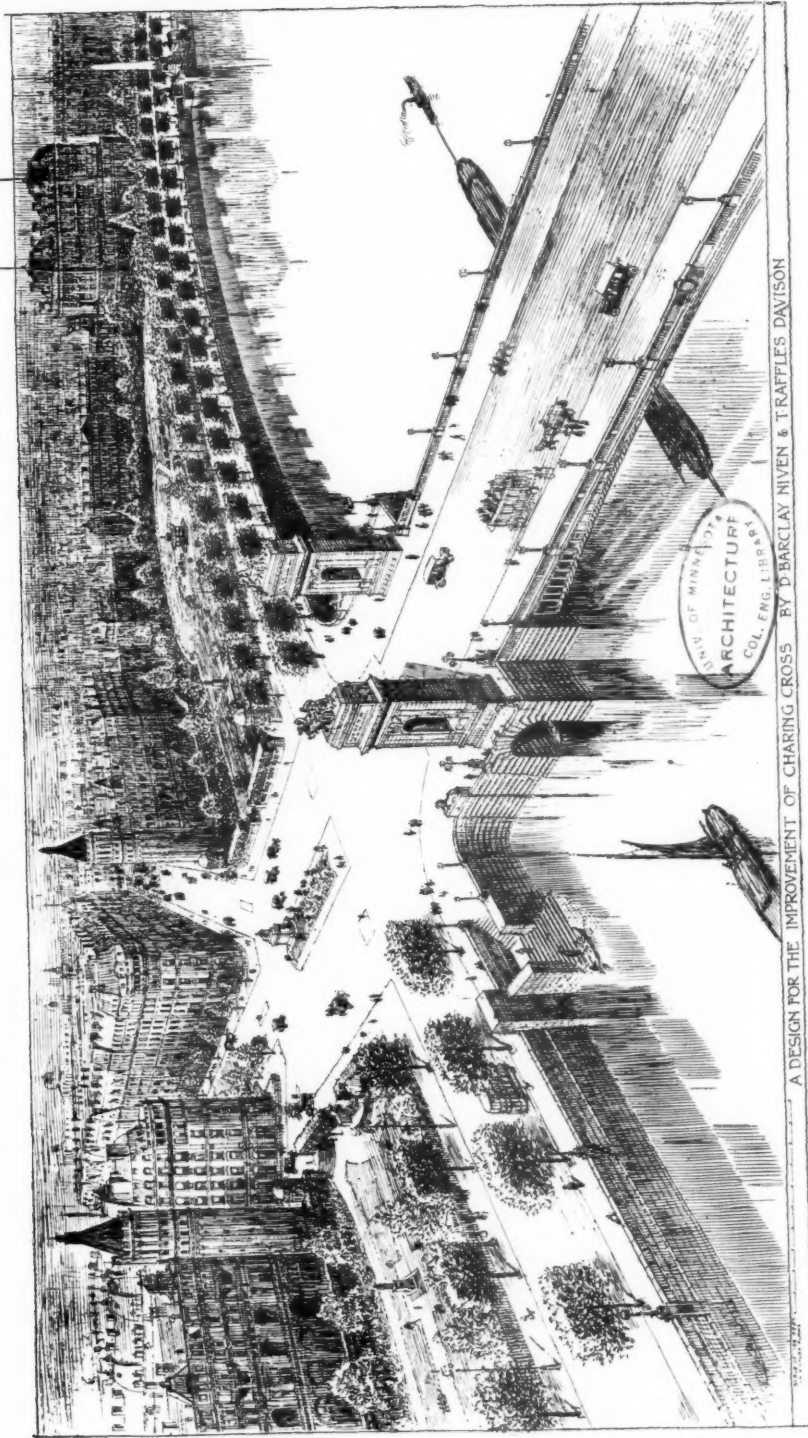
CONTROL.

The more one considers the many subjects in detail which affect the general amenity of London, the more one realises that a supreme authoritative control is of vital importance. Amongst the many debatable points to be considered is the attitude of the Government to the capital city of the Empire. We have heard it argued that London is rich enough to carry its own burdens. This some of us cannot subscribe to. We think that such a city as London ought to receive very substantial contributions from the Imperial Exchequer to do things which the overburdened ratepayer ought not to be taxed with. The value of Government interest can surely be partly gauged from the large values which accrue to great business concerns by the possession of fine buildings. The grandeur and dignity of a capital city is surely an asset of value to the Empire, and perhaps this might be conceded whether the Empire be looked upon as a big trading concern or as a centre of civilisation and progress for the whole world. One of the permanent factors in the good government of London would appear to be that every citizen should be made to share in its burdens and responsibilities in fair and equal proportion, such as the unification of rates would tend to bring about. Every citizen of London should take some sort of pride and interest in its well-being and should bear his fair share in promoting it.

BETTERMENT.

The application of the betterment principle is supposed to apply in a strictly limited way, but the effects of betterment are very far-reaching, and every citizen is affected, directly or indirectly, by fine river embankments, boulevards, open spaces, beautiful parks, and fine buildings. This may appear to be a sort of truism as to which we need no reminder, but architects, as well as other people, are liable to overlook the larger aspects of city growth and the way in which they affect the well-being of the individual. The emulation of the efforts of competitors in business as to the beauty and dignity of their buildings is a factor of much value to the architect, and the creation of finer streets, pleasanter sites, and general amenity gives more and better work to the architect, and puts more money into the pockets of building owners.

In considering the various methods by which both in this country and abroad the authorities undertaking specific improvements have endeavoured to obtain contributions from those who own



A DESIGN FOR THE IMPROVEMENT OF CHARING CROSS BY J. D. BARCLAY NIVEN & TRAFFLES DAVISON

UNION OF MINISTERS
ARCHITECTURE
COL. ENG. L. 1885

property which benefits immediately therefrom, it is necessary to bear in mind that the whole question is of such recent origin that few definite data are available.

The following are the five different methods of procedure for obtaining recoupment in connection with improvements :—

1. The acquisition of only those properties the whole or portion of which are actually needed for the new street or widened thoroughfare.
2. The acquisition of more land than is actually needed for the improvement with a view to the formation of large and valuable sites fronting the new street.
3. The adoption of an heroic scheme involving the acquisition of properties in the neighbourhood of the improvement, with a view to abolishing slum or poor property and remodelling the district.
4. The acquisition of only that property which is required to be added to the public way, and the levying of an improvement charge upon the adjacent lands.
5. The adoption of the third method, viz., the heroic scheme, but by acquiring only the freehold and long leasehold interest, the short leasehold and other interests being allowed to run out.

These do not include any reference to the principle of Betterment, which is now on its trial. It was first considered in 1894, when a Committee of the House of Lords which considered and reported whether, in the case of improvements sanctioned by Parliament and effected by the expenditure of public funds, persons the value of whose property is clearly increased by an improvement could be equitably required to contribute to the cost. They reported that the principle of Betterment was not in itself unjust, and such persons could equitably be required to do so. The same Committee considered the relative merits of Betterment which extracts annual charges from all such persons, and of Recoupment whereby powers are given to an authority to take land beyond what is necessary for the actual execution of the work. This latter method was first adopted in 1877. In 1894 the Committee examined the results of recoupment and reported that everything which had been received was from persons who had had actual experience of the operation of the system. The general effect of this was that it had not been proved successful. The Committee was not, however, satisfied that it had ever been tried under circumstances calculated to make it successful, inasmuch as insufficient power had ever yet been given to local authorities to become possessed of the improved properties without buying out all the trade interests, a course which is inevitably attended with wasteful and extravagant expenditure. This would seem to permit the acquisition of the ground rents and freehold along a certain route, pending expiry of leases and extinction of trade interests, and this is the plan adopted in combination with Betterment in London's latest improvements at Kingsway.

The procedure with regard to Betterment is well illustrated in the Kingsway Improvement L.C.C. General Powers Act, 1897. It is hardly possible yet to summarise the result either of the Betterment or the Recoupment returns. The general feeling with regard to Betterment is that it is not a success owing to the heavy cost and the difficulty of proving increased values. But many think the area dealt with is too limited and the period for the fixing of the new valuations too short : also that the section giving objectors the right to demand the purchase of their property at the initial valuation is a mistake. The recent arbitrations upheld the L.C.C. and enforced the charges made upon the properties improved. The probability is that the principle is now established, but should be more boldly applied.

It has been argued by some that, as the buildings abutting upon a new thoroughfare would, after the improvement, have to pay a large increase in rates, they ought not to be called on to pay improvement charges in addition ; but it should be remembered that the most common case of all is that of a freeholder whose land requires re-development and who finds that it has a much greater potential value and will fetch a higher ground rent. A tenant comes in on his merits, with every expectation of paying whatever rates the building he occupies may be properly charged with. There are cases, however, where freeholders, having important buildings already on their land, which are

leased for very long terms, could under no circumstances derive any benefit from the improvement until the lease expired. The Holborn Restaurant is a case in point, and there the claim upon the freeholders has been recently dropped. These methods, however, only apply to cases where public money is used for the carrying out of the improvement, but there are many others, particularly those which are paid for out of the Bridge House Estates, or other City funds, under which the owners of property adjoining cannot be asked to make any contribution whatever, and this state of things cannot be regarded as satisfactory. If the principle is applied generally, means must be found whereby it can be made to apply in these special cases. Southwark Bridge and the new St. Paul's Bridge are cases in point.

OVERSIGHT AND DESIGN.

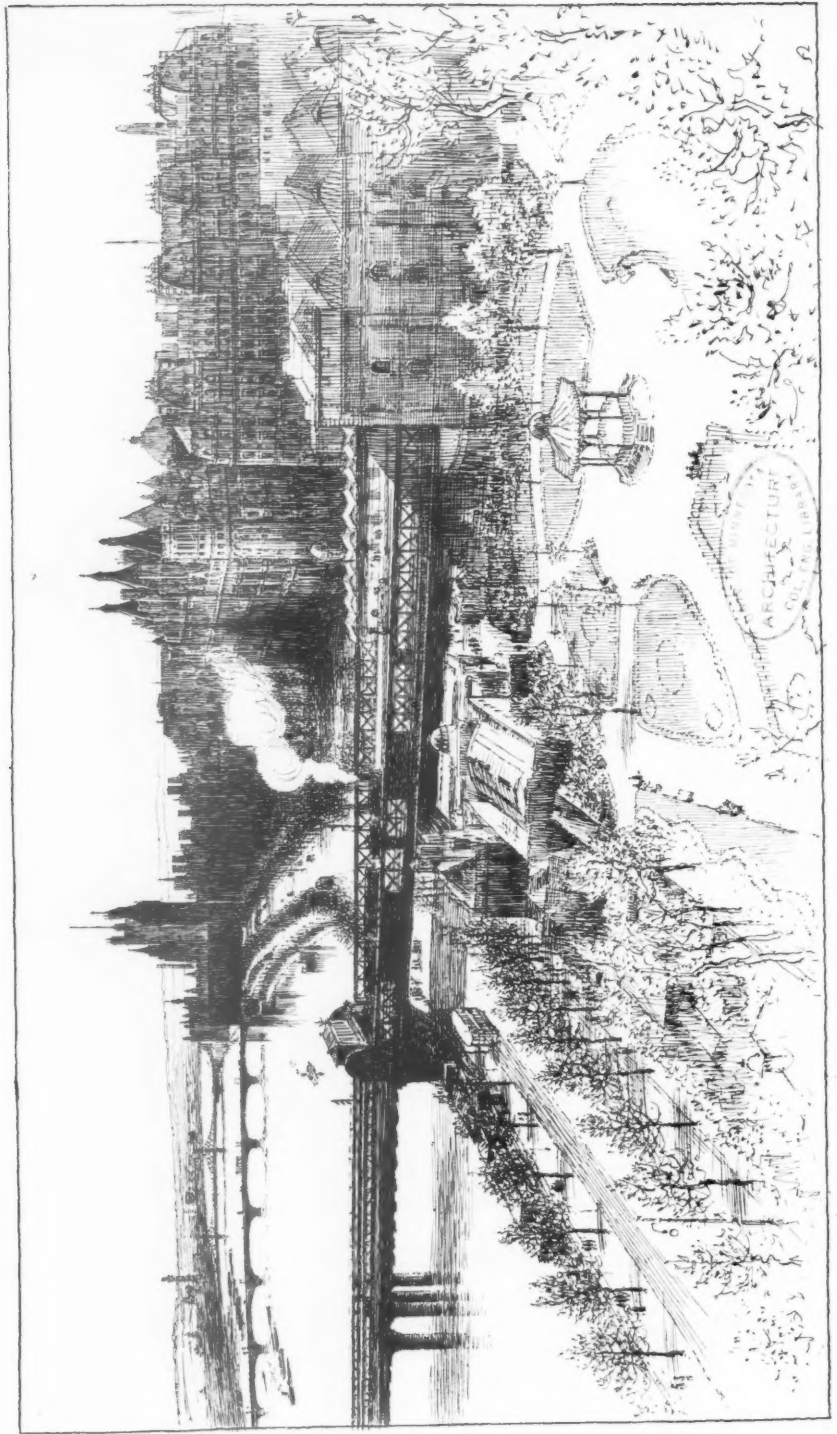
We should distinguish between the *government* of London and the *control* of its growth. A good system of government is not of itself enough, and that is one of the points which I take it the London Society is concerned about. You may have a very good system of government, and it may be adequately carried out, without having any sufficient oversight as to the city's growth. What is emphatically wanted is a continuous and insistent consideration of the problem involved in securing the best ideals of development. Even these ideals will necessarily be modified or changed in course of time, so that a task of this kind should last as long as the city endures. Thus we are faced with an endless demand on the highest qualities of the intellect, and it may well seem doubtful whether these can be obtained except by that splendid voluntary service which is one of the greatest triumphs of modern civilisation. One thing at least is certain. The kind of control which shall be really statesmanlike and of the highest value must either be paid for at a very high figure or be obtained for nothing, and probably the latter is the best. In such work there is a call for a power of detachment, for high enthusiasm, and for judicial balance, from access to which the chains of officialism for ever keep us back. It has seemed to the founders of the London Society that it would not only afford honourable distinction to those citizens who take part in this great oversight, but that such a work, in the variety of interests it excites, would be a reward in itself.

FORETHOUGHT.

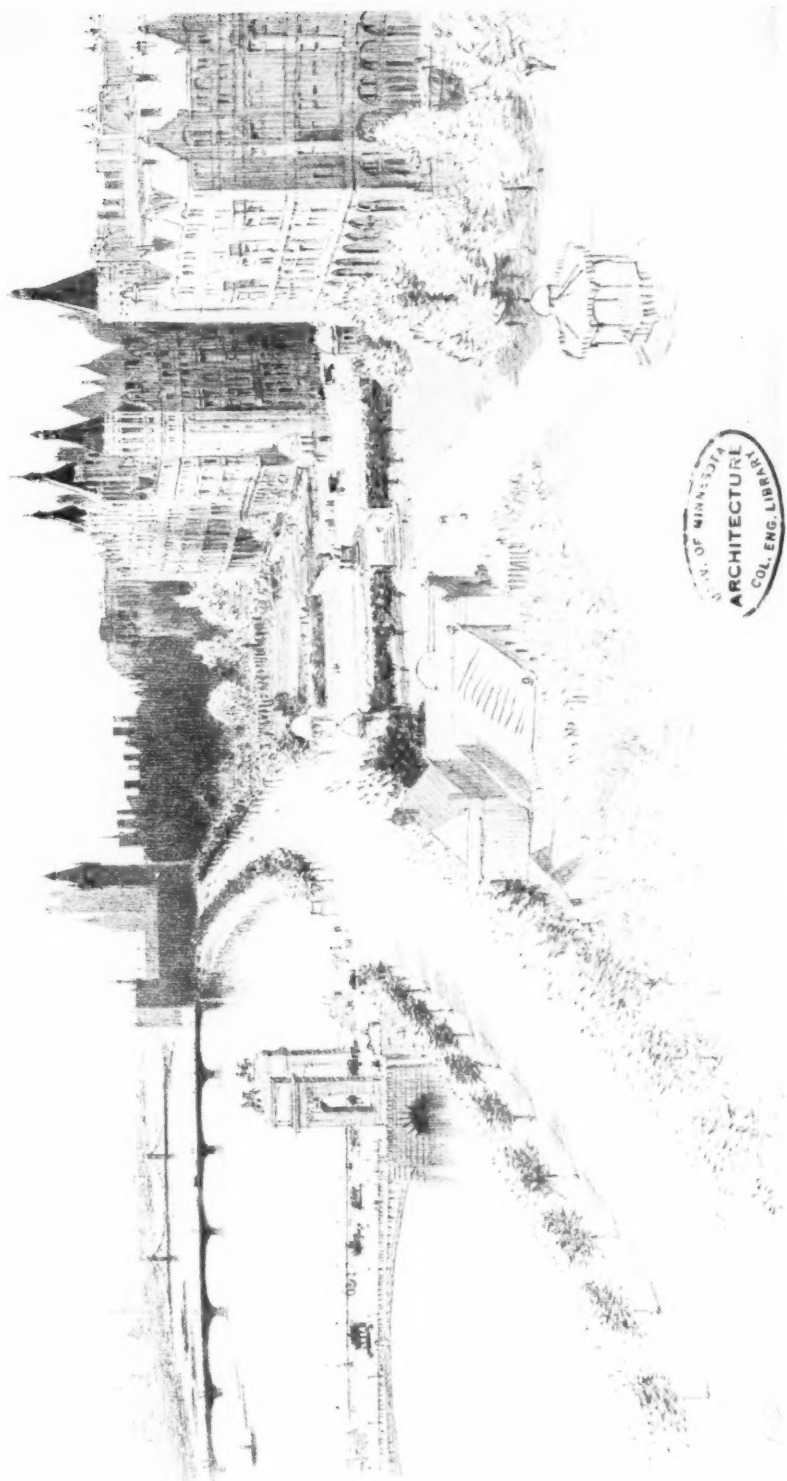
The gravest indictment we have to bring against London is lack of foresight. To stimulate forethought is perhaps more important than to try to remedy existing evils, many of which seem nearly hopeless.

It is because we find so many varying problems which call for solution that we realise the need for collaboration of thought and effort. You cannot deal with traffic or housing problems unless you consider also the general amenity of the city, and you cannot come to conclusions as to the best sites for certain buildings unless you have an idea as to the future development of the city. We have been told that the General Post Office need not have been planted down in the heart of the city, with its many hundreds of clerks, and that it would have been better farther out. If this had been thought of and settled long ago it might have been largely to the public benefit, and also to the large army of workers involved. We have been informed that the Post Office authorities are to girdle the city with an underground tube, which will make future underground railway development difficult. I do not state this as a fact, but it shows how largely one problem affects another, and that only by some far-seeing and statesmanlike control over all can every interest be kept in its right place and its due proportion.

My contention is that at present the prosecution of private business enterprise is transforming London at an alarming rate, and in a wholly haphazard way. If a business firm fixes upon a certain site for its works or offices it is probably doing so in a way which bars future improvements in the locality. If important future improvements are not planned and provided for we have no option but to allow great business premises to be erected where the owners may choose to select. The many



THE EMBANKMENT GARDENS AS THEY ARE.



THE EMBANKMENT CARDENS AS THEY MIGHT BE.

important premises which have been erected on the south side of the Thames add enormously to the difficulty of dealing adequately with that area.

We may suppose that what looks to us now as the incredible folly of the two or three generations before our own in thinking so little of the future of London is fairly well balanced by our own lack of foresight now. It is very easy for us to realise the folly of our forbears, for we see now clearly enough how they threw away one magnificent chance after another. But we are doing the same thing ourselves. Because great improvements are very costly we keep them over till they become more costly, or impossible. The only adequate legislation for London now is that which takes account of the progress which will be seen in fifty years to come, when the population and the area may have doubled, wealth enormously increased, and our present mean consideration of public improvements will be an impossible one. No enterprising and far-seeing man of business would leave the southern area of London as it is if he were running it as a business concern so as to get the best revenue out of the ground. He would do away with the squalid mean streets and get ten or twenty times the accommodation out of the area in a wholesome and pleasant fashion.

SOME PROBLEMS.

May I now briefly refer to a few of the outstanding problems which affect the beauty and well-being of London?

THE RAILWAY PROBLEM.

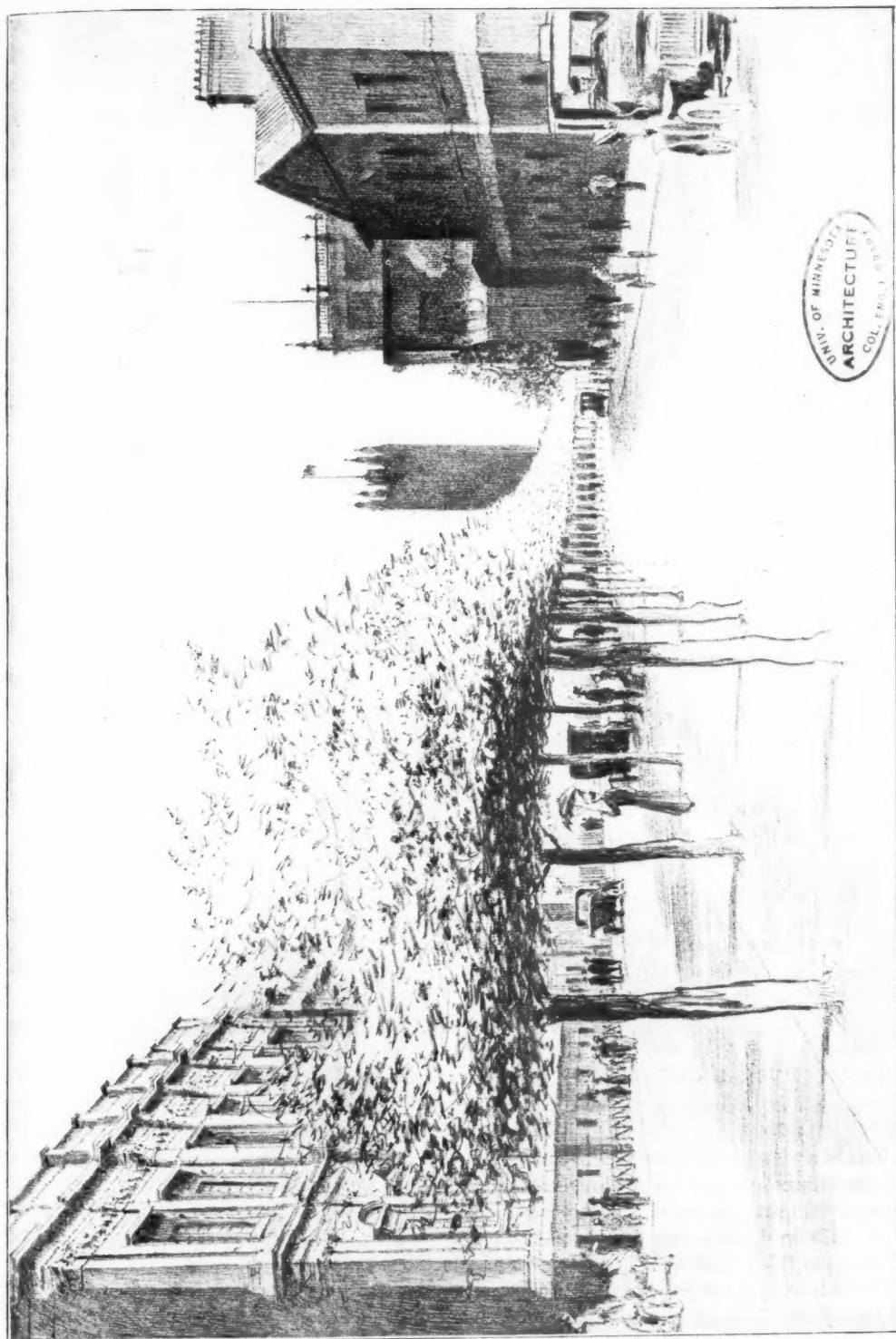
We all know well enough now that those important and useful servants of the public, the railway companies, obtained a free hand in laying down their lines and viaducts and stations from sixty to a hundred years ago because we could not foresee the marvellous progress we should make in travelling facilities, or that we should be wishful in 1914 to banish all steam-propelled railways from the city. It no doubt needs large courage and some faith in the future to attempt to fix limits and conditions for future railway enterprise—but is it not surely essential? Do we seriously contemplate a future in which these hideous viaducts and obtrusive stations and junctions are for ever to remain?

Mr. Paul Waterhouse has dealt with railway stations in his own graphic and interesting way, but with all his kindness and tact he could not manage to make out a very good case for them. It is very certain that the forecourts and general aspect of Cannon Street, Charing Cross, London Bridge, and King's Cross do not add much to the joys of existence. They appear to get every shilling's worth of revenue out of their approaches and forecourts. It needs little imagination to see that the fine open space about the front of King's Cross Station might have been dealt with in such a way as to have added to the value of all the property looking on to it and reflected some little credit on the railway company—though perhaps not the credit which would be accepted by a bank. Could not the railway problem of London be faced and some study be bestowed on the relations of their future development with the general welfare of the public and the aspect of the city?

The way to anything like great and drastic improvement of London, more especially with regard to the south side of the river, is blocked at the very outset by the condition of the railways. Is it not pertinent to press home the inquiry as to how long these obstacles to improvement are to endure? Are we for ever to accept the present condition of things? May we not look forward to, and actively prepare for, a future when all our city railways will have to disappear below ground? Is it conceivable that we shall accept this terrible *status quo* at Charing Cross, Ludgate Hill, Blackfriars, and London Bridge, where some of our finest city centres are hopelessly spoiled by these terrible nightmares of railway bridges? Is it worthy of London that we should calmly accept the dirty muddle that we encounter in and about the north end of Charing Cross railway bridge? As the London Society stands for Foresight and Forethought this is one of the most vital issues which lies before it.

TRAFALGAR SQUARE.

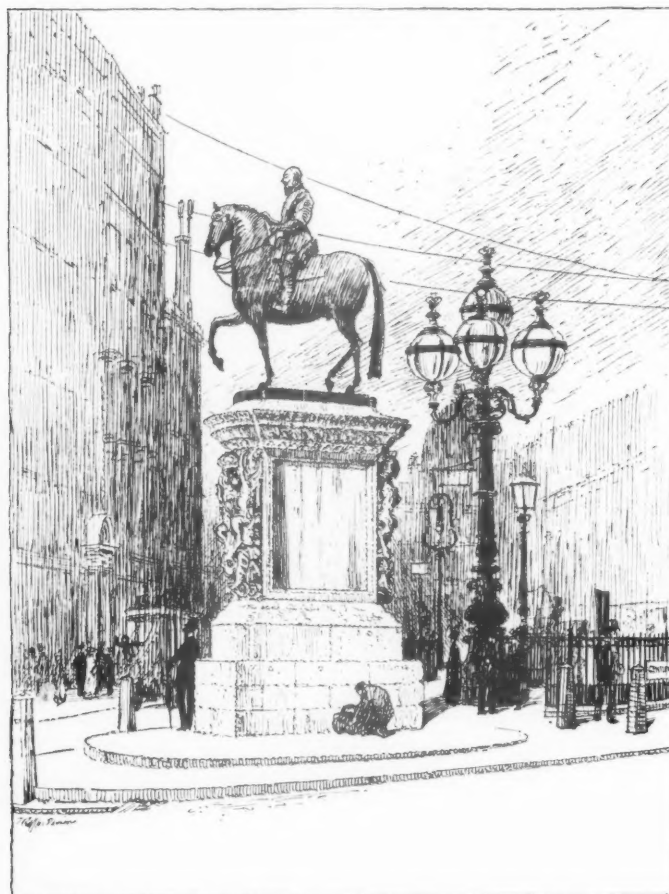
Our attention is periodically called to the beauty of Trafalgar Square. In truth it has possibilities and some qualities even now. But it will never be a fine square so long as the Nelson Column



WHITEHALL, WITH TREE-PLANTING DOWN THE CENTRE

remains—one of the most ridiculous monuments and effigies which has ever memorialised a national hero. We can never give Trafalgar Square a scale which will hold such a thing. But other things are wrong with this Square. The commanding site and dignified mass of the National Gallery is dominated by one of the most absurd pepper-box domes in London. When you look at the south side of the Square everything is hopeless, though it might have been saved by a fine entrance to the Mall and a fine widening out of the Whitehall thoroughfare. The east and west sides of the Square are not parallel, and the buildings which face them are only so good that they might be worse. The

fountains are hardly less than ridiculous, and many citizens would be ashamed to have such a display in their private gardens. But a future could be made for Trafalgar Square if that controlling power we are looking for would insist that the new buildings which will take the place of the club on the west and the hotel on the east shall be built parallel to each other, of corresponding height and of at least passable elevation. The hotel, by a give-and-take line, might be so rebuilt as to be a gain both to private ownership and to the public convenience. Many suggestions have been made for the improvement of Trafalgar Square. The most essential thing of all is that the buildings which flank it to the east and west should be of a decently dignified character, and so designed as to give balance to the Square. The unhappy fountains, raking wall, and the general lay-out, ought to be improved. A central flight of steps up to the National Gallery might well replace the angle stairs.



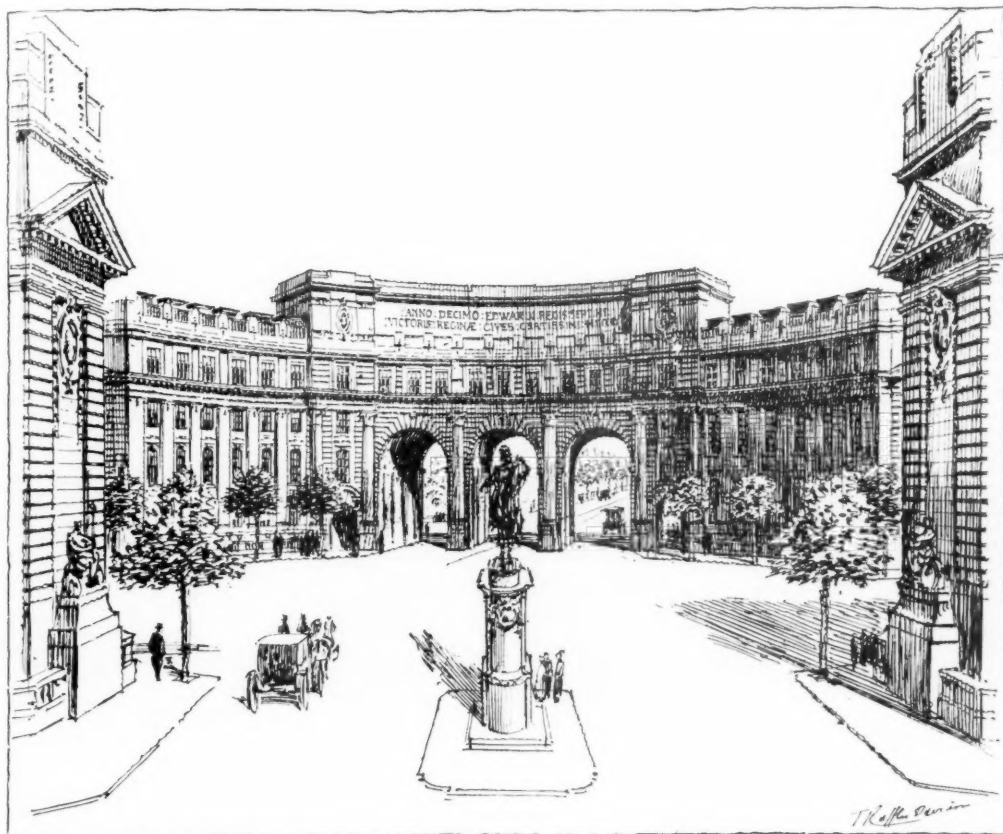
Statue of Chas I. cast in 1633 erected 1674. Hubert Le Sueur sculptor pedestal by Grinling Gibbons

CHARING CROSS.

Here is a view [p. 457] looking towards the site of the Charing Cross railway station. It includes the Embankment from the National Liberal Club to Cleopatra's Needle. The present Northumberland Avenue is taken as the axial line of a new road bridge across the river [pp. 456, 457]. A great "place" is formed at the junction of the new bridge with the Embankment. The National Liberal Club and the Hôtel Métropole are accepted, and in the drawing are merely repeated to show the value of balance. A new roadway radiates from this place to the Strand, in the same way as the Whitehall Place. All the rise necessary for the new bridge is now obtained within a length of 600

feet. This gradient of 1 in 50 is identical with Westminster, which is the easiest in London. The new street from the Strand to this "place" falls in an easier gradient—viz., 1 in 56. The recoupment in the value of building sites would be very large, and as the whole character of the neighbourhood would be altered when the existing high-level station and bridge were removed the value of the property affected would be enormously increased.

The advantage of a vehicular bridge at this point, midway between Waterloo and Westminster Bridges, would be very great, especially as this would be a bridge of the easiest possible gradient, very



SKETCH SUGGESTION FOR THE MALL APPROACH WITH THE KING EDWARD MEMORIAL IN THE CENTRE

different from the southern approach to Waterloo Bridge. I hope the sketch [p. 461] may convey some slight idea of the improvement to the most important centre of the city which one might call the hub of the Empire. The millions of inhabitants on the south side should be provided with the shortest possible connection, and a bridge in this position ought to do a great deal towards bringing the value of property on the south side up to that on the north.

THOROUGHFARES AND HOUSING.

Those schemes of improvement which more immediately affect the better districts are of course only one part of the whole problem; the fact is that such magnificent thoroughfares as Mile End Road have more of the elements of dignity and beauty than our ill-fated new streets like Shaftesbury

Avenue, Charing Cross Road, and Northumberland Avenue, in which a proper scale is lost. The beautifying of some of the East End thoroughfares is practicable enough, if dealt with in the right way. I cannot but think that tree-planting might be carried out on a much more extended scale. In many thoroughfares we might surely have clipped trees, which are so common abroad, so as to give variety and charm to the streets. I have ventured to suggest how this might be done in Whitehall [p. 463]. Then, of course, housing schemes, bound up as they are with traffic problems, need a much nicer consideration than they usually have received. I remember noting a suggestion that a large area on the south side of the river should be ruled out with geometrical lines into a housing estate, apparently without regard to the effect it might have on the general amenities or trade of the district.

THE MALL APPROACH AND KING EDWARD MEMORIAL.

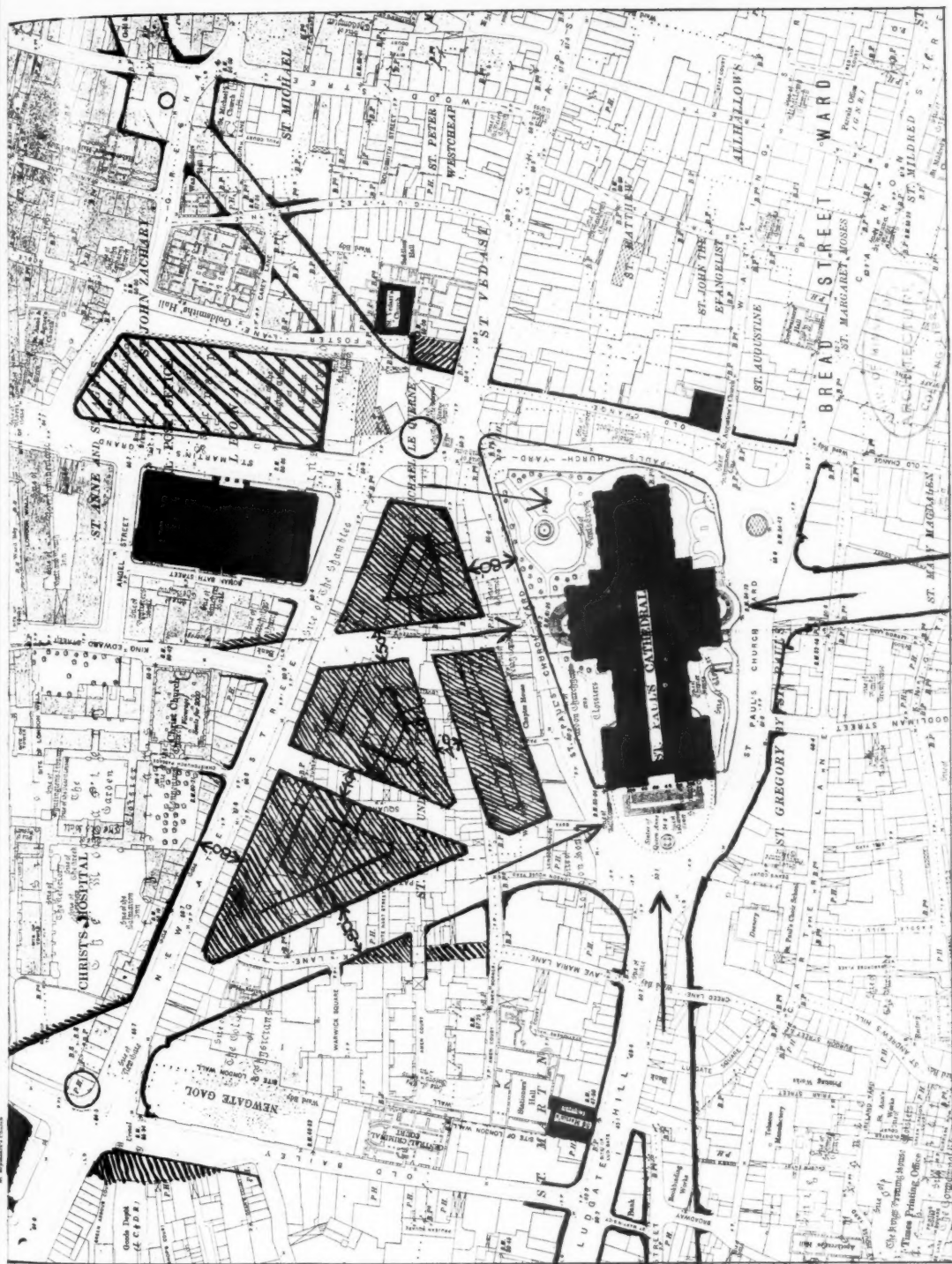
The site for the King Edward Memorial has been the subject of much discussion, and the fact that this discussion has been re-opened in a most energetic way within the last two months shows how great is the dissatisfaction as to the site in Waterloo Place. The Memorial Committee have had a very difficult task, and they individually command the highest respect. But since their consideration of the matter a different state of affairs has arisen as to the opening out of the Mall Approach.

Here is a great processional road leading from the City to the Palace. In front of the Palace stands the memorial to the greatest Queen that ever lived—and the processional road, the Victoria Memorial, and the newly fronted palace, form a memento of the whole Victorian era. The late King Edward carried the burden of royalty through many years of that era. Long before he actually reigned he practically lived the life of a ruling monarch, and his ten years' reign completed and crowned his reign over the hearts of the English people. Such a King surely deserves to have a prominent place in our great memorials, and the most appropriate place would naturally be as a frontispiece to the whole—at that point where the Mall entrance links the palace with the city [see p. 465]. Numbers of those whose opinion is at least as valuable as any in the land affirm that such a site is the only one possible. The symbolical significance and the architectural effect to be gained by such a site for the King Edward Memorial can surely not be denied. Is it, then, impossible to get over all other difficulties which intervene, and to create for once in our time a great memorial of a great epoch?

SURROUNDINGS OF ST. PAUL'S.

As an illustration of what should be possible by adopting a prearranged scheme of rebuilding certain estates, as leases fall in, in congested neighbourhoods, the Paternoster Square area between Newgate Street and St. Paul's Cathedral has been diagrammatically treated in the accompanying plan [p. 467]. In this Newgate Street and St. Paul's Churchyard are shown as widened each to 80 feet, and a new road of the same width is cut through from the west front of the Cathedral towards Smithfield to take the traffic from that district and from the Meat Markets to the new St. Paul's Bridge. The traffic from Aldersgate Street and the traffic from Liverpool Street (by way of a new road) would come by the east end of the Cathedral to the same bridge. The bridge in this scheme is shown converging on the dome of the Cathedral, thus we should have the diverging traffic from the bridge merging with the eastern traffic before crossing to the north-east by St. Martin's-le-Grand, and with the west-flowing traffic before joining to the north-west in the direction of Smithfield.

In the area dealt with between Newgate Street and St. Paul's Churchyard, exclusive of cross streets and lanes, there is approximately 400,000 superficial feet. In the corresponding area, as reduced by the 80-foot-wide bounding streets, and by the three cross roads running through it, there remains 253,000 superficial feet. But the present buildings, by observation, do not exceed on an average 48 feet in height from the pavement, whereas in their scheme, in order to get a more than equal amount of floor space, it will be necessary to erect the new buildings which front 80-foot-wide bounding streets six floors high, say 72 feet to the cornice, *plus* two floors in the roof. Those buildings fronting to cross



PLAN SUGGESTING POSSIBILITIES BY RE BUILDING THE AREA NORTH OF ST. PAUL'S CATHEDRAL. By D. Barclay Niven.
Based upon the Ordnance Survey Map with the sanction of the Controller H.M. Stationery Office.

roads (two of which are 40 feet wide and one 50 feet) must be 48 feet high to the cornice, *plus* two floors in the roof. This would give an angle of light of almost 45 degrees in every case; give 1,900 lineal feet of frontage to external 80-feet-wide streets, and 800 feet frontage to the cross streets, as against an existing 1,800 feet of external frontage *plus* the frontage to the narrow internal lanes, Paternoster Row, Paternoster Square, etc., which, on an average, are not more than 20 feet wide. All this, too, is exclusive of the farther side of the proposed new 80-feet-wide road towards Smithfield, over 600 feet long. All this new building, being bounded by such wide streets, would not interfere with any rights of light. The proposals would largely improve the value of surrounding property. By setting back buildings from the Cathedral it would lessen the fire risk to the fabric, and would also increase the area of garden ground in the churchyard. Delightful vistas of the Cathedral would be opened up from St. Martin's-le-Grand, from Christ Church, from St. Sepulchre's Church, and from the bridge itself.

The principal building of note which this rebuilding would interfere with is the Chapter House, but presumably the advantage to the Cathedral in other ways would be so great that the authorities would agree to this building being re-erected on another and more suitable site.

CITY CENTRES AND SPACES.

The northern approach to London Bridge from King William's statue offered one of the finest chances we have had for generations, and will probably be long remembered as the greatest failure of all that London has been guilty of to create a noble improvement in a comparatively easy way. All the property on either side was ready for rebuilding, and a fine scheme for a dignified architectural treatment was obviously called for. One would have thought some City Companies might have united to take over the old Pearl Assurance buildings and erect a fine building such as would balance the dignified block of the Fishmongers' Hall on the western side. Instead of that, this incomparable site has been sold by auction, and it will probably be made a business success by building it well up into the sky and nearly shutting out from view the Church of St. Philip Magnus and Wren's fine Monument.

So far as appears to be known at present the adoption of a fine scheme like Norman Shaw's, or a possibly more practicable one by Mr. John Murray, for the remodelling of Piccadilly Circus is no nearer realisation, and the junction of three of London's finest streets is left a hopeless muddle.

The old Post Office site at St. Martin's-le-Grand has been the subject of much discussion, and great efforts have been made to persuade the authorities to take advantage of its clearance, first to improve the traffic, second to secure St. Vedast's Church from destruction, and third to add to the beauty and dignity of the city. Up to the present all these efforts have failed. The new St. Paul's Bridge approach will have no fine architectural feature to face it, which the south end of the new Post Office might have afforded. No provision has been left for a possible future roadway from Newgate Street to Finsbury Circus or Liverpool Street, and instead of a finer and better city effect we shall have a worse one. We can only point to another lamentable failure to take advantage of inevitable changes to make great improvements.

The open space about Constitution Hill and Hyde Park Corner bears very great possibilities which have been suggested by Professor Adshead and others, but it appears to be good enough for London as it is. At the Marble Arch something extremely fine might have been done, and in the strictly utilitarian character of what was accomplished there is a poor response indeed to the great efforts which a private citizen of London made to urge the adoption of a scheme worthy of so great an opportunity.

THE RIVER AND BRIDGES.

I suppose if we were to theorise on the subject we should be inclined to say that the river banks in a town should always have been public property and remain so. But look at London now and see

what enormous outlay would be needful to bring about this very desirable state of things. In his interesting paper on the Development of London and the London Building Acts,* Mr. Davidge points out that there have been many recurring struggles to resist encroachments by the projection of wharves and embankments into the river.

The problem of the river, its traffic, its bridges, and its banks is a great one, and it will never be properly solved in the piecemeal way we do it. London Bridge has been widened and spoilt. Waterloo Bridge is too narrow and in a bad structural state. Blackfriars Bridge is spoilt by the railway bridge alongside it. We need a new road bridge at Charing Cross. We are improving Southwark Bridge—it is said unnecessarily. We are projecting a new St. Paul's Bridge before any related scheme of better town planning is devised in regard to it. A new Lambeth Bridge is proposed. Amongst the lot of them there is not one with covered footways.



As an illustration of how the aspect of our streets is affected by the interest of individual effort, we have had a photograph taken of No. 4 John Street, Bedford Row, where the little fig tree makes a refreshing point of light and colour in the uniformity of the street. If individuals did this kind of thing more frequently our streets would be greatly brightened and improved.—T. R. D.

ILLUMINATION.

The art of illumination may at present perhaps be more properly described as a science. That you can illuminate the streets of a city in a very inartistic way is at all events a very palpable fact. But a curious point as to street lighting is the fact that conservatism reigns supreme under the very walls of the Houses of Parliament. This has doubtless escaped the eyes of the present Government. An area which includes some of the most important buildings in London is still lighted by a system established in about 1851. The existing gas lighting in Parliament Square and the approaches to the Houses of Parliament by low standards of small candle-power was put up in 1851, and has not since been improved except by substituting the old bat's-wing burners with incandescent mantles. Since 1851 the standard of street lighting has altered out of all recognition, and during the last ten years the change has been particularly rapid owing to the increase in the speed of the traffic demanding more general and even illumination. At present this area is one of the worst-lit parts in London,

* JOURNAL R.I.B.A., 11th April 1914.

and as the surrounding streets are brilliantly lighted, some with gas and some with electricity, a motor-car driving through Parliament Street plunges from bright light to darkness. This is made worse by the fact that the only illumination is at such a small height above the ground (about 11 feet) that little blobs of light shine directly in the eyes of the driver, but leave the road very dark.

His Majesty's Office of Works, however, realises the need for an improvement, and are conducting experiments with the most modern forms of electric lighting, arranged in such a way as to give not only a bright light, but the most even illumination possible on the roadway. It is proposed to erect about twenty standards, each carrying two arc lamps 27 feet above the ground. Each arc lamp gives between 2,000 and 3,000 c.p.—that is to say, 4,000 to 6,000 c.p. per post. These twenty arc-lamp-posts will supersede about ninety gas-lamp-posts which are said to give 50 candle-power each. The standards are specially designed to harmonise with the surrounding architectural features.

The whole problem of illumination in our streets is an interesting one, promising many fresh developments.

CONCLUSION.

Under an appalling cloud of practical difficulties and necessities the idealist must find his way onward. Traffic, housing, building laws, sanitation, light and air, illumination, better town planning, the long inheritance of past abuses and mistakes, rates and loans, Government, and—worst of all—politics confront his path at every turn. How shall he make headway against it all?

The provision of fine schemes may be counted upon, but it is obvious they do not very quickly act upon the imagination of the citizens of London or their governing bodies. And here we come to the serious part in regard to the future development of London. By what means can it be made possible that adequate thought and study can be bestowed upon it and power be created to carry out adequate far-seeing schemes? The work is so great, so complicated, and so costly that nothing short of a continuous and vigilant oversight by somebody which will represent the most enlightened opinion of the day seems likely to cope with the problem. The object to be attained, which is one of the worthiest it is possible to conceive, is not the only reward for those who take part in the work. Those who devote their various talents to the creation and maintenance of an ideal city will find many rewards in the work itself. Intellectually and socially such work provides a good interest on the outlay involved. The variety of problems to be solved and the conflict of ideas as to their solution brings us into contact with each other in a way which cannot fail to be beneficial all round.

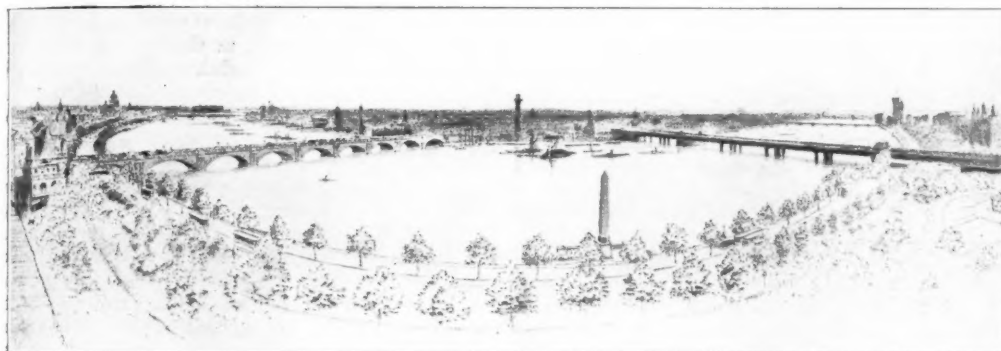
You cannot study properly such a problem as that of the south side of the Thames unless you call in the advice of experts of many kinds. River traffic and tides, bridge design and mud deposits, railway interests and the trend of commerce, town planning with all its difficulties, the principle of betterment and its application, the general design of an embankment, the question of high and low level roads, the better union of north and south sides of the city—these and numberless other things present a problem almost as difficult as that of perpetual motion.

Wherever we turn we are confronted with the exasperating failure to appreciate and seize opportunities which would have given to London numberless points of interest and charm. What is wrong with us that we fail so signally to recreate London in a way worthy of her greatness and her opportunities? Is it that our rulers do not care? Is it that our citizens do not care? Is it that we have not schemes enough before us? Is it that we have not enough practical common sense to realise the value of ideality, or that we cannot make improvement schemes to pay? Something is wrong, and to find out what it is and how things can be remedied is an aim of the London Society. That every scheme will pay in immediate cash returns like Northumberland Avenue it would be absurd to try and demonstrate. But in proportion to its size the civic pride of citizens in London is a drop in the ocean compared to Munich, or Cologne, or Düsseldorf.

We are all out to make money chiefly. It is a bad aim. But we need not deceive ourselves overmuch. Behind all this there is some sentiment and ideality still left. The very expression we often hear,

"Dear old dirty London," tells its tale. So we can count on sentiment, we can count on civic pride, and we may count on the increasing sense of people to understand that fine cities pay a rich return. The love, the hope, and the inspiration that her citizens feel about London are the forces with which we must work, and which we must keep for ever active.

What better hope can be found than the steady and earnest stimulus of a society which worthily fulfils the aims I have endeavoured to set before you, which seeks to unite all that is best in human endeavour for the creation and maintenance of a fair and beautiful city?



DERELICT LONDON AS SEEN FROM THE HÔTEL CECIL.

DISCUSSION ON THE FOREGOING PAPER.

Mr. H. V. LANCHESTER, *Vice-President*, in the Chair.

MR. CARMICHAEL THOMAS, Chairman of the Executive Committee of the London Society, rising at the request of the Chairman to propose a vote of thanks, said he had a tremendous admiration for Mr. Raffles Davison. He had had the pleasure of working with him since the inauguration of the London Society, and had never come across anyone so full of ideas, ingenuity, and imagination. This must have been evident to all who had followed his description of what he wished to do with London. The London Society was a society of suggestion, and they had to go rather carefully. It was their cue to take anyone like Mr. Raffles Davison and get all the best ideas they could out of him for the beautification of London, and then, if necessary, "to sit on his head"! Some members of the Executive Committee—and he took himself as an example—were just ordinary men-in-the-street, but they had to deal with architects and others who knew what they were talking about, but whose ideals were sometimes a little too high. With regard to Trafalgar Square, there was plenty of room for improvement, by taking away the "pepper boxes" from the National Gallery on the north side, and altering, perhaps, the eastern

and western sides. He doubted whether it would be advisable to touch the Nelson Column. In matters of that sort they had to proceed carefully. But he could assure the meeting that it was a very great advantage to have on the Committee such gentlemen as Mr. Raffles Davison with all his ideas, and he believed there was a very great future for the Society. He was sure they would all agree that they owed Mr. Raffles Davison a debt of gratitude for his very interesting and suggestive paper.

MR. R. W. GRANVILLE-SMITH, Mayor of Westminster, said that of course they all sympathised with the aims of the London Society; but in the classic building in which they were now met they had to consider, he believed, the claims of architecture pure and simple. He thus felt some doubt as to whether he should speak on the architecture of London, or whether he ought to indulge in those delightful dreams on the improvement of London which formed the basis of the London Society, and which had been given expression to by the lecturer that evening in a way he had never heard equalled, nor put forward in such a convincing spirit. He ventured, however, in his capacity as

Chief, for a short time, of the authority who ruled over what must be recognised as the most important part of London, to tender to Mr. Raffles Davison his most sincere and heartfelt thanks for putting before them an ideal which some of them may have dreamt of, but which had never been placed in such concrete form before a London audience, to be received by them with unanimous approval. He thanked God that he had lived to this day, because, speaking as an old man, it was not always so. Had it been, they would not have seen some of those horrors which Mr. Davison had depicted to them in so graphic a manner. In that fine spirit of optimism which animated him, Mr. Davison had given them a little touch of what he thought when he spoke of the "atmosphere." No doubt some of those present had read those charming works of Henri Havard in which he talked about the "atmosphere" of Amsterdam. There, in the midst of mean and sordid surroundings, one was conscious of that marvellous charm of atmosphere which irradiated the scene in a beauty all its own. He had never read those words without thinking that we Londoners had also something of that Amsterdam charm in our own atmosphere. We had it in the paintings of Turner, which brought the sun right down into our atmosphere, and taught the British artist that love of colour which no other school had so fully appreciated. Therefore, London was a place to be proud of, a place to delight the eye, a place to love. But the lecturer had led them through some very difficult problems, problems which would only be solved by reference to pounds, shillings, and pence. He could not help thinking that Mr. Raffles Davison did not quite realise the difficulties which arose when, in this twentieth century, one endeavoured to correct the accumulated errors of preceding ages. There was always that eternal question of cost, which made it impossible for the best-intentioned County or City Council to do many of the things they wished to do. He should like to say that it was not the three great authorities which Mr. Davison mentioned which were to blame for—to take an example—Trafalgar Square; it was the heedlessness of previous ages, and the lack of the sense of beauty which had somehow blinded the eyes of their forefathers. What was the use of saying that the two sides of Trafalgar Square were not symmetrical—that something might be done to improve Morley's Hotel on the one side, and the Union Club on the other? As a matter of fact, these buildings were the only redeeming points in the Square. Why should anybody spoil them? Why did not the lecturer bring his great guns to bear on the monstrous height of the Grand Hotel? That was the thing that ought to be swept away. And when he had a little leisure between times he might demolish that still more unworthy group which stood between Northumberland Avenue and Whitehall. Those were the buildings one wanted to see swept off the face of the earth. But how were they to do it? Did the lecturer know of any force which would

rid them of these buildings, which ruined all sense of proportion and spoiled the Square? The City Councils had no mandate to beautify London. What could they do? What would be the result if they devoted themselves to piling up the rates? There was no doubt they would be sent about their business at the next election, as had happened to the members of other bodies. To his mind, the one thing necessary to obtain in London was a greater artistic perception, a greater perception of beauty on the part of all, from the highest citizen to the lowest. Whenever he went abroad and talked, say, in the smoking-room of a foreign hotel, he found English gentlemen reason with intense artistic conviction on the beauties they had seen in the course of their travels. Never could one hear the praises of, say, the Bridge of Prague or the varying charms of "Isar flowing rapidly," so eloquently described as by the average cultured Englishman. But they were the *élite* of the people and understood these things. What of the common people? The common people of this land were insufficiently trained to see the line of beauty; they were indifferent to it, and that was the root of the whole question. Abroad, thanks to the artistic schools which existed, for instance, in that glorious city of Munich, where every day was an enjoyment because one felt that art permeated the whole city, and was in a sense the very atmosphere one breathed, the spoiling of a fine site would be resented by the obscurest individual as well as by the highest prophet of art. One thing which had to be done, whether by the London Society, or by the County Council, or by any other body, was to inculcate in the people a greater and purer sentiment, so as to make impossible those monstrosities which Mr. Davison had so graphically put before them. They would then be able to appreciate that artistic spirit which had been displayed in the delightful lecture they had listened to that evening.

SIR JOHN BENN, L.C.C., said that the lecture had been of a delightfully provocative character. He was glad and grateful to have been present, if only for the purpose of saying "Thank you!" to those who were taking an interest in the artistic side of London. To hear Mr. Raffles Davison rattle along with all sorts of suggestions and ideals was most refreshing to one who had had 25 years' hard labour on the London County Council. It was a great thing to have a body of men—and, he trusted, women—united in looking at this side of London. It was all very well to blame our forebears, but we ourselves were, to a large extent, responsible for our day and generation. The London Society were doing a great work in stirring up people's minds, and if there was any inartistic crime going forward, they had more or less the courage to denounce it. As an old citizen of London, he was deeply concerned in these ideals, and he hoped Mr. Raffles Davison would go on preaching and would not become discouraged. The day will come (concluded the speaker), if we labour on the lines of these

fine ideals, when our great city will be more united than it is; when we shall see the growth of the civic artistic spirit of which Mr. Davison has spoken so eloquently. It may not be in our own time, but if we have the privilege of ministering to this end, we shall at least have the satisfaction of having had a hand in a result which will be in all respects worthy of our great Empire City.

SIR ASTON WEBB, C.B., K.C.V.O., R.A. [F.], said that the London Society were greatly indebted to such men as Mr. Raffles Davison for the energy and enthusiasm which they brought to bear on the Society's work. He was glad to say they had got several Raffles Davisons—men who had wonderful energy and enthusiasm, and a real love for London, and there seemed no limit to the time which they were willing to devote to the objects they had in view. Those delightful drawings which Mr. Davison had shown were not produced in a day; they took a long time to produce, and were the result of enthusiasm in a very busy life. He must say that he was a little disappointed that Mr. Davison had not shown some shops and covered ways in his design for the bridge he proposed at Charing Cross. But he did point out, and it was important that they should keep on pointing out, that bridges across the Thames ought to be covered. It was brutal to expect people to cross those bridges on a pouring wet and windy day without any protection. It was admitted that the bridges would be more picturesque and attractive if they had coverings, and people would be more inclined to cross them. Southwark Bridge was being rebuilt, St. Paul's Bridge was to be built, and also Lambeth Bridge; if we did not get this protection for the bridges now it would be too late. This was one of the things which the London Society could take up. The Mayor of Westminster seemed to think there was no money, and so we could not carry out such schemes and might laugh at ideals. But it was wonderful how money came in for things which the people really wanted. One remembered the Underground Railway, dirty and smoky, and nobody wanted to travel by it. And when it was suggested that it should be electrified, people said: "Look at the expense! It does not pay now; what would happen if you went to the cost of electrifying it? It would be much worse." But enthusiastic people came along and did it. The money was found, and the railway was in a better and more flourishing state than it had ever seemed possible to hope for. If a good case was shown, there were plenty of people in London to back it up. The London Society might also help in regard to street architecture. It was the fashion among tradespeople to say that they must have continuous glass windows, and it had been said so often that people were beginning to think that it was true, and that it was necessary in the interests of shopkeepers for their magnificent premises to have no other apparent support than sheets of plate-glass. At a meeting of

the London Society that was the view expressed. But one of their largest tradesmen, Mr. Selfridge, got up and said that he did not agree with it at all, that good architectural piers were an absolute advantage to the goods displayed in a shop-window. This was a point which the London Society had been trying for a long time to impress upon tradespeople, and he was in hopes that the pendulum would now swing in that direction. Goods did not look well behind continuous sheets of glass; but if the space was divided by good piers, the advantage to the display was incalculable and added to the architectural effect and amenities of the street. Regent Street was being rebuilt, and it was impossible to exaggerate the necessity of driving home that it must not have these continuous glass fronts. They might be suitable for Brompton Road, but they were not suitable for Regent Street, where people expected fine things to be shown in a fine way. In Berlin they did not think it necessary; there they exhibited only one or two things in the window, and these looked much more precious when taken singly. Take the case of the Royal Academy. There, for want of space, the pictures had to be arranged close together, and everyone knew that that did not give the best effect to a picture. A beautiful picture surrounded by others close to it lost much of its effect. And it was the same with blouses and bonnets. If you had a 100 feet exhibit of blouses they looked badly; if you had one or two only they looked worth three times as much. One of the objects of the London Society was to see to these things. Debenham & Freebody built their own shop with piers, and Selfridge had built a fine building, also with piers; Whiteley's new premises also have piers, though unfortunately they have cut out half of them. Take another matter, the railways—a far more difficult thing. People would not go on putting up with getting out at King's Cross, and getting into a taxi with their luggage, in order to cross London on their journey to Dover; there would be a demand for facilities to come through from Liverpool and such places to Dover and places in the South, and the Westminster and other Councils would say: "You shall not come on the surface; you are a source of defilement to our streets, and if you must go, you must go under ground." That was the proper course. It was not possible when railways first came, because they were steam-driven engines, but now that they could be electrified there was no reason why they should not be under ground. And they would have to go under ground, and the tracks above would become splendid boulevards with fine houses and shops, which would go largely to pay for the expense of these underground channels. Those were some of the ideals which the London Society tried, and hoped, to keep before the people. He was sure the public authorities would be grateful to them; they wanted to do these things, and they would do them if they had public opinion behind them. Si

John Benn, he was sure, would put the railways under ground to-morrow, if he could. He would like to join in the most hearty thanks to Mr. Raffles Davison for his admirable paper.

Mr. LYON THOMSON, F.S.A., said he had listened with great interest to Mr. Davison's brilliant thesis on the old theme that somebody ought to do something. Who that somebody was we had not yet arrived at, and he thought it was a good thing for that somebody that we had not. We talked of a body other than our own, a central body, to do something. He was afraid, with all due respect to the past, that even the present body, which was a central body, was not altogether impeccable. When we had such a scandalous thing, even within the last few months, as our central body selling a roadway of one of the great zone roads for building purposes, and putting up a 40 feet roadway through Westminster, when Wandsworth had determined on a 60 feet road, it should be a reminder that even with the ancients we could hold our own. He was afraid that in his enthusiasm Mr. Raffles Davison had lost sight of the fact that London was a very prosaic place, intended for practical people, and that it was not intended as a rambling ground for dreamy poets. He had proposed, for instance, to take away Charing Cross Railway Station, and to substitute for it practically three Ludgate Circuses on the road to it: one at Trafalgar Square, another on the Embankment, and another on the South side. The trams stopped each side of the Embankment on the South side, but there were no trams shown in his scheme. What happened to them? Did they fly into the air and come down on the other side? He thought the person who was in a hurry to catch a train would give vent to his feelings in such a way that the central obelisk would have to be replaced by a statue of Bernard Shaw! There was one portion of the paper which he quite agreed with, and that was as to the extension of the Embankment and the gardens, because it might be a convenient dumping-ground for the various memorials put up all over London! Therefore the London Society, if it did nothing else, would do much by keeping a vigilant eye on the erection of memorials, and thus deserve well of the community!

SIR LAURENCE GOMME, F.S.A., Clerk of the London County Council, said that after the practical speech they had just heard, he wanted to return to the ideal. And to those who had an ideal about London he wanted to suggest that the beauty of mediæval London was a factor which they should consider in thinking of what should be the fate of modern London. In mediæval London, he was certain, it was considered by all the citizens a crime to put up ugly buildings. It was only because we had lost the sense of communal feeling that the people would not stand ugliness that we were suffering from our present ills. We, forsooth, send thousands of our pupils to art schools in London, and we turned them

out at once into Bermondsey and Shepherd's Bush. The extraordinary thing was, not that we had a little art, but that we had so much. The need of the whole situation was that we wanted a point of view, and Mr. Davison's paper had, at all events, suggested that the point of view we ought to have was the relationship of one part of London to another: that it was not only one section of London which should be beautiful and the rest ugly, but it was the joining of the North and the South, of the East and the West; that that great eastern road—the Mile End Road—which, as had been pointed out, was a beautiful thing, should be repeated in the West; and that, finally, we should be able to get a London which answered the purpose of its citizens, and that purpose should be the beautiful, as well as the practical side. He would give one single instance of the sort of thing which London puts up with, and which no other city—Berlin, Vienna, Madrid, even Moscow and St. Petersburg, which were supposed to be cities of a not very civilised country—would tolerate, but what we tolerate in Bond Street and Baker Street at this day. We have little excrescences of pavements in front of the shops, which the ordinary pedestrian tumbled over and found a very considerable nuisance. They were relics of a past building era. And yet our authorities tolerated that sort of thing going on. Instead of sweeping away these little excrescences they allowed them to remain, narrowing still further the public footways. He only mentioned that as one of the small instances which public authorities might give attention to to improve the amenities of our city. He was one of those who had, he was afraid, suffered for his ideals throughout the whole of his life, ideals that had never been carried out, and it was a joy to him to think that the London Society, at all events, advanced the ideal of London life. And if we would only consider the young citizen who was coming along and induce him to entertain some of these ideals there would be a chance of them being carried out. He would remind them that when the rebuilding of London was contemplated after the Great Fire of 1666, there stood up in the House of Commons at that date a certain Colonel Birch, who proclaimed, in a remarkable speech which is recorded in *Pepys' Diary*, that London should be looked upon as one building estate, that it should be laid out on a certain system, and that the landlords should be compelled to conform to that system, for, in the end, the landlords themselves would benefit. At the present time we found all sorts of narrow prejudices against the system of the development of London; but if the landlords of London would only combine and form a London Society, and say "What is good for the whole of London is good for us," we should in that way solve many of the problems which confront us.

MR. HERBERT G. IBBERTSON [F.] said he would like to associate himself with the vote of thanks. But his feelings were not only of gratitude, but of despair. Great as the difficulties which the London Society

had to face in awakening a sense of imagination in Authorities, they had also a greater one—the developing a race of architects with a sense of style. What was the saddest thing in the views which had been thrown upon the screen? Not that the buildings were *as groups* unconsidered, irregular, hotch-potch, but that *individually* they were so depressing. Would they not have been even more depressing if surrounding the stately squares of the town planner? He had been observing the new Regent Street on his way to the Institute. It was grievous, of course, to see the gracious lines of Nash destroyed, but if the new ventures had been lowered into conformity, would they, even then, have filled the judicious with joy? Was not the trail of commercialism over them all in a way that even the despised early Victorians would not have tolerated? The other day he had received a communication eminently characteristic of the age. A firm of lawyers wanted some land for building on an extensive scale in London. Could he find them the land? If so he should “have the job.” They knew nothing of him, or his work, and cared nothing—all they wanted was the line of least resistance! And was not this, in principle, the way in which that thing of no importance, the architect, was so often chosen? He could get the land, or find the money, or had married the daughter! Until the London Society can make “the public” really care for the things of the spirit, as well as the “authorities” realise that men do not live by bread alone, we may Haussmannise and plan, make the crooked straight and the narrow broad, but we shall never get the London beautiful.

THE CHAIRMAN, in putting the vote to the meeting, said he was sure his *confrères* would acquit him of lack of interest in this subject if he did not add anything to the enlightening remarks they had had from some speakers, whom they were all glad to welcome. Mr. Davison had broken exciting and interesting ground, and the Paper followed somewhat on the Paper which Mr. Davidge had read a few weeks ago. He hoped they would read them both, for Mr. Davidge's Paper formed a very striking commentary on our roads.

MR. RAFFLES DAVISON, in reply, said that it had been a great pleasure to him to spend so many millions with them that evening. But he would just like to say: Don't be despondent, and don't give the London Society too much to do. They could not expect them to do everything. One thing they wished to do was to try to create a want, to stimulate the interest of the citizens of London. They would welcome every scheme for its improvement: they did not expect to formulate schemes themselves, though he had ventured to show some which had been formulated; they were, perhaps, poor affairs compared with many which architects had put forward. The work of members of the Institute ought to be acknowledged in a Paper on this subject, but it had been too voluminous to refer to in detail.



9 CONDUIT STREET, LONDON, W., 23rd May 1914

CHRONICLE.

The “Exposition Anglo-Française d'Architecture, Ancienne et Moderne,” Paris, 1914.

The events in connection with the opening of the Exhibition in the Jeu de Paume building in the gardens of the Tuileries, passed off very successfully and with much éclat. On Friday afternoon, the 15th inst., the Exhibition was opened by M. Paul Jacquier, Sous-Secrétaire d'Etat des Beaux-Arts, and the members of the English Executive Committee in Paris,—viz., Messrs. Ernest Newton, A.R.A., Curtis Green, Gerald Horsley, etc., headed by Mr. Reginald Blomfield, R.A., the President of the Royal Institute, were presented to the Minister.

In the evening the annual banquet of the Société des Architectes diplômés par le Gouvernement was held in the rooms of the Palais d'Orsay. The function was presided over by M. Viviani, Ministre de l'Instruction Publique et des Beaux-Arts, and was attended by some 300 members and their friends, including several members of the Royal Institute and Architectural Association. Among the guests were the United States Ambassador to France, Mr. Herrick, and many distinguished French architects—viz., MM. Pascal, Laloux, Paulin, etc., and M. Jacques Hermant, President of the Société, supported the Minister. After dinner the President of the Société (M. Hermant) warmly welcomed the President of the Royal Institute and the English visitors, and toasted the success of the Exhibition, describing it as a further manifestation, of an interesting and delightful kind, of the “entente cordiale” between the two great nations.

At the close M. Viviani, in an admirable speech, presented Mr. Reginald Blomfield with the diploma signed by the Président du Conseil, Ministre de l'Instruction Publique et des Beaux-Arts, appointing him “Officier de l'Instruction Publique,” and Messrs. Ernest Newton, W. Curtis Green (President Architectural Association), Gerald C. Horsley and P. Cart de Lafontaine (Hon. Secretary Exhibition Committee) with diplomas appointing them “Officiers d'Académie.”

An attractive and interesting programme for the entertainment of the English visitors had been

arranged by the Committee of the French Society, and this included visits to Versailles on the 16th, to the Salon on the 17th, and to Fontainebleau on the 18th. About 25 members of the Royal Institute were present, and four or five ladies were of the party. Every possible arrangement was made for the comfort of the visitors, and their reception by the President of the Société (M. J. Hermant) and other members of the Committee, notably MM. Defrasse, Godefroy, Lisch, Thoumy, Bérard, etc., was most cordial and kind. Mention must be made also of the very appreciative notices in the French press—notably in the *Liberté* and the *Figaro*—by M. Mora.

These interesting events were brought to an end on the afternoon of Tuesday, the 19th inst., when the Exhibition was visited by the President of the French Republic, M. Raymond Poincaré, accompanied by Madame Poincaré, and supported by M. Jacquier, etc., etc. The President examined the drawings with evident interest, and addressing Mr. Reginald Blomfield and the other members of the English Committee, expressed his pleasure and that of Madame Poincaré in very gracious terms at what they had seen.

It only remains to say that the Exhibition was admirably housed in the Salle du Jeu de Paume, and the drawings and photographs looked extremely well. The members of the Committee responsible for the hanging of the different works were Messrs. Atkinson, Horsley, Horsnell, Cart de Lafontaine, Geoffry Lucas, assisted by Prof. Bourdon of the Glasgow School of Architecture, and Mr. F. R. Yerbury, Secretary of the Architectural Association.

GERALD C. HORSLEY [F.].

The Revised Scale of Charges: An Abortive Meeting

The Adjourned Special General Meeting summoned for Monday the 11th May, for the consideration of the remaining clauses of the draft Revised Schedule of Charges, failed to draw sufficient members to enable the business to be proceeded with. By-law 67 requires the presence of at least 40 members, of whom at least 21 must be Fellows. At half-past eight, the limit of time fixed by By-law 65, 39 members only had assembled, consisting of 24 Fellows (including 6 members of the Council) and 15 Associates (including one member of the Council), and the Chairman, Mr. George Hubbard, F.S.A., *Vice-President*, having explained the situation, expressed his regret that the Meeting could not take place, and thereupon left the Chair.

At the General Meeting last Monday, Mr. Max Clarke [F.], after the Minutes of the previous Meeting had been signed, asked the Chairman if he should be in order in moving at that Meeting that the further consideration of the Scale of Charges be deferred till that day six months. He wished, he said, to call the attention of the Council to the complete indifference, as shown by the small attendance at the last meeting, not only of the General Body,

but of the Council themselves, with regard to this matter of the Revised Scale. It would be, he considered, most unfortunate if such an important matter as this alteration of the Scale of Professional Charges were left to the decision of perhaps a bare quorum out of the total number of over four thousand which made up the General Body.

The Chairman, Mr. H. V. Lanchester, *Vice-President*, in reply, said that the Council at their Meeting that afternoon had decided that the Revised Scale should be again brought forward for the consideration of the remaining clauses at a Meeting to be called for the 8th of June next.

The Licentiatees and the Proposed New Charter.

The following letter, which under the provisions of Clause 1 of the Charter it was not permissible to read as desired at the Special General Meeting (Registration) on the 27th April last, is printed in the *JOURNAL* at the request of the signatories, Messrs. Houlton Wrench and Francis Winder, *Licentiatees* :—

To the Secretary R.I.B.A.

DEAR SIR,—At a meeting of the *Licentiatees* R.I.B.A. of the Sheffield district, held on April 22nd, the proposed terms of the suggested new Charter were considered.

Extreme disappointment was felt that it is proposed not to include *Licentiatees* in the Chartered class.

Licentiatees were not given to understand when they joined the Institute that a distinction of this nature would be made thereafter.

This meeting of *Licentiatees* respectfully request the R.I.B.A. Council to reconsider this clause, and it is hoped that they will see their way to admit *Licentiatees* as "Chartered Architects."

It is requested that this letter may be read at the Special General Meeting to be held on Monday next, April 27th, and an early reply thereto from the Council will be much appreciated.—We are, Sir,

Yours faithfully,

F. HOULTON WRENCH, Assoc.M.Inst.C.E.,
Chairman.

FRANCIS A. WINDER, F.S.I.,
Secretary.

London Society's Map of Open Spaces round London.

At the Housing and Town Planning Exhibition organised by the Victoria League at the Imperial Institute, 18th May to 21st, there was exhibited the Map of the Open Spaces around London which is being prepared by a special committee appointed by the London Society. The object of the map is to show the position with regard to open spaces in and around London in a manner which we believe has never hitherto been attempted. All commons, recreation grounds, parks, etc., that are definitely dedicated to the use of the public are shown, together with cemeteries, reservoir lands, allotments, low-lying grounds, sewage farms, etc., which are never likely to be built upon.

In addition to the above, areas in the hands of private clubs, such as golf courses, tennis, cricket and football grounds, etc., are given, coloured in lighter tints; and it is intended as soon as the information as to the present position has been collected to continue the work by preparing a comprehensive scheme of all the lands in the out-lying districts which ought to be preserved either because of their natural beauty, or because of their value for purposes of recreation, etc.

The members of this Committee have been making a personal appeal to their friends to help them with donations towards the preparation of this map. Its completion and reduction to a form in which it will be available for ready reference will entail considerable further expenditure, and if any members of the Institute interested in the movement would care to make a contribution towards this special object the Secretary of the London Society, 27 Abingdon Street, Westminster, S.W., will be very glad to communicate with them.

The Architect and the Selection of Measurer or Surveyor.

The following letter has been addressed from the Glasgow Institute of Architects to various Public Authorities in Scotland within the Institute's sphere of influence:—

SIR.—It has not uncommonly been the practice for Public Authorities when promoting a building scheme to make the appointment of a Measurer or Surveyor independently of, and in some cases prior to, that of the Architect.

The Practice Committee and the Council of the Glasgow Institute of Architects have had this procedure under consideration, and I am instructed to advise you that, in their experience, it is frequently productive of unsatisfactory results in the ultimate execution of the work.

The Architect being generally, and rightly, held responsible not only for the efficiency of the building but for the conformity of the ultimate cost with the original estimates, it is of the utmost importance that his advice should, in the first instance, be obtained in the selection of a Measurer, as only by this means can there be security that his plans and specifications will be adequately rendered in the Schedule of quantities issued to the builders as the basis of their tenders.

In like manner, the appointment of an architect as assessor in a Competition should, and generally does, carry with it the responsibility of an adequate recognition on his part of the question of cost in making his award. This being so, where the services of a Measurer are required, the selection of such should be left with the Architect, and his fee be recognised as part of the assessor's expenses, instead of, as is frequently the case, the appointment being made independently, and regarded as a preliminary to his preparing at a later stage the schedules of the selected design.

I have, on behalf of my Institute, to express the hope that the soundness of these propositions will be appreciated by your Council or Board, and that, if or when the opportunity offers, they will be given effect to.

In name and on behalf of the Glasgow Institute of Architects,
C. J. MACLEAN, Secretary.

An Artist in Charcoal on London as a Subject.

At the Annual Exhibition of the Architectural League of New York a masterly series of charcoal drawings of architectural subjects by Mr. Hopkinson Smith excited marked interest and admiration. The

ordinary processes of reproduction fail to do justice to work of this kind, but some idea of the quality of Mr. Smith's drawing may be gained from a couple of illustrations of Chartres Cathedral in the April number of the *Journal of the American Institute of Architects*. In a characteristic address on the use of his chosen medium, delivered before the Architectural League, Mr. Smith reveals himself to be as fine an artist in words as he is in drawing.

"Charcoal," said Mr. Smith, "is the unhampered, the free, the personal individual medium. No water, no oil, no palette, no squeezing of tubes, nor mixing of tints; no scraping, scumbling, or other dilatory and exasperating necessities. Just a piece of coal, the size of a small pocket-pencil, held flat between the thumb and the forefinger, a sheet of paper, and then 'let go.' Yes, one thing more—care must be taken to have this forefinger fastened to a sure, knowing, and fearless hand, worked by an arm which plays easily and loosely in a ball-socket set firmly near your backbone. To carry out the metaphor, the steam of your enthusiasm, kept in working order by the safety-valve of your experience, and regulated by the ball-governor of your art knowledge—such as composition, drawing, mass, light and shade—is then turned on.

"Now you can 'let go,' and in the fullest sense, or you will never arrive. My own experience has taught me that if an outdoor charcoal sketch, covering and containing all a man can see—and he should neither record nor explain anything more—is not completely finished in three hours, it can never be finished by the same man in three days or three years.

"For a drawing in charcoal is really a record of a man's temperament. It represents pre-eminently the personality of the individual, his buoyancy, his perfect health, the quickness of his gestures. All these are shown in the way he strikes his canvas—compelling it to talk back to him. So also does it record the man's timidity, his want of confidence in himself, his fear of spoiling what he has already done, forgetting that a nickel will buy him another sheet of paper.

"Courage, too, is a component part—not to be afraid to strike hard and fast, belabouring the canvas as a pugilist belabours an opponent, beating Nature into shape.

"As for the Putterers and the Nigglers, the men and women whose stroke goes no farther back than their knuckles, I may frankly say that charcoal is not for them. The blow is a sledge-blow going from the spinal column—not the pitti-pat of a jeweller's hammer elaborating the *repoussé* around a gablet.

"Remember, too, that the fight is all over in two hours—three at the outside—the battle really won or lost in the first ten minutes, if you only knew it, when you get in your first strokes, defining your composition and planting your big high light and your big dark. It is all right after that. You can taper off on the little lights and darks, saving your wind,

so to speak, sparring for your next supplementary light and dark.

"Remember, too, when the fight is over, not to thoroughly spoil what you have done by repetition or finish. Let it alone. You may not have covered everything you wanted to express, but, if you have smashed in the salient features, the details will look out at you when you least expect it. There are a thousand cross lights and untold mysteries in Rembrandt's shadows which his friends failed to see when his canvas left his studio. It is the unexpressed which is often most interesting. Meissonier tells his story to the end. So do Vibert, Rico, and the whole realistic school. Corot gives you a mass of foliage—no single leaf expressed, but beneath it lurk great cavernous shadows in which nymphs and satyrs play hide-and-seek.

"Remember, also, that just as the blunt end of a bit of charcoal is many many times larger than the point of an etching-needle, so are its resources for fine lines and minute dots and scratches just that much reduced. It is the flat of the piece of coal that is valuable—not its point.

"As to what *can* be done with this piece of coal, I can but say *everything*. That there are some subjects better than others, I will admit. For me, London, its streets and buildings, come first, especially if it be raining; and there is no question that it does rain once in a while, making the wet streets and sidewalks glisten under the white-grey sky—little rivulets of molten silver escaping everywhere. When with these you get a background—and I always do—of flat masses of quaint buildings, all detail lost in the haze and mist of smoke, your delight rises to enthusiasm. Nowhere else in the world are the 'values' so marvellously preserved. You start your foreground with, say, a figure or umbrella, or a cab expressed in a stroke of jet-black, and the perspective instantly fades into greys of steeple, dome, or roof, so delicate and vapoury that there is hardly a shade of difference between earth and sky; or you stroll into some old church or cathedral, as I did, last summer, when I found myself in that most wonderful of all English churches—and I speak deliberately—St. Bartholomew the Great, over in Smithfield.

"Other churches have I studied in my wanderings; many and various cathedrals, basilicas, and mosques have delighted me. I know the colour and the value of tapestry and rich hangings, of mosaics, porphyry, and verde antiques, of fluted alabaster, and the delicate tracery of the arabesque, but the velvety quality of London soot when applied to the rough surfaces of rudely chiseled stone, and the soft loveliness gained by grime and smoke, came to me as a revelation.

"This rich black which, like a tropical fungus, grows and spreads through its interior, hiding under its soft, caressing touch the rough angles and insistent edges of the Norman, is what the bloom is to the grape, what the dark purpling is to the plum, mellow-

ing to sight the brilliancy of the underskin. And there are wide coverings of it, too, in Bartholomew's, as if some master decorator had wielded a great coal, and at one sweep of his hand had rubbed its glorious black into every crevice, crack, and cranny of wall, column, and arch.

"Certain it is that no other medium than the one used could give any idea of its charm. Neither oil, water-colour, nor pastel will transmit it—no, nor the dry point or bitten plate. The soot of centuries, the fogs of countless Novembers, the smoke of a thousand firesides, were the pigments which the Master Painter set upon his palette, in the task of giving us one exquisitely beautiful interior wholly in black and white."

The New Delhi.

The drawings of the Indian Secretariats and Government House, forming the great block of capital buildings designed by Mr. Edwin Lutyens and Mr. Herbert Baker for the New Delhi, are now on view at the Royal Academy. *The Times* of the 4th inst. publishes the following from a correspondent:—

The drawings must not, we understand, be regarded as absolutely final. They are in the nature of warrant designs, which have served the purpose of formulating and crystallizing the general character and style of treatment. They may not satisfy the protagonists on either side in the long-drawn "battle of the styles," but they clearly represent a novel and splendid effort to apply, with due regard for Indian sentiment, the spirit and essence of the great traditions of architecture to the solution of structural problems conditioned upon an Indian climate and Indian surroundings and requirements. To use the language of the architects themselves, it has been their aim "to express, within the limit of the medium and of the powers of its users, the ideal and the fact of British rule in India, of which the New Delhi must ever be the monument."

The inspiration of these designs is manifestly Western, as is that of British rule, but they combine with it distinctive Indian features without doing violence to the principles of structural fitness and artistic unity. Many of the details which will be still more characteristically Indian cannot be displayed at the present stage, for the elaborate ornament and decoration, in which the Indian craftsman excels, can scarcely be shown on large-scale drawings intended mainly to illustrate the general conception of the buildings. Much will depend, moreover, upon the resourcefulness and ability of the Indian artificers themselves whom the Government of India proposes to bring together in Delhi to give expression, by their decorative work, to the best traditions of skilled Indian craftsmanship.

A few explanatory remarks as to the site which these buildings will occupy may help to a better appreciation of their value. To the south of the old Delhi of the Moghul Emperors a level plain extends between the Jumna river to the east and to the west the southern prolongation of the historic Ridge which was the scene of so many heroic struggles during the great Mutiny. About three miles to the south of the Delhi Gate and to the north of the road leading out to the Kutub Minar, there projects from the Ridge, and well above the level of the plain, a rocky outcrop known locally as the Raisina Hill. The irregular surface of this outcrop has now been levelled to serve as the site of the Secretariat buildings, which will contain all the chief offices of the Government of India, on either side of a great processional avenue leading up to Government House itself, which, as the residence of the representative of the King-Emperor, with its central Durbars Hall and the adjoining chamber for the Legislative Council of the Viceroy, will be the culminating point of the new city.

The approach to the Secretariat buildings from a spacious

piazza—the "Great Court"—lies up an inclined way with a rise of about 1 in 22½, so that they will stand at their base some 30 feet above the surrounding country. The two blocks of which they are composed will measure about 460 feet in breadth and 1,170 in length, whilst "Government Court," between them, will be about 400 feet broad. The eastern ends facing the plain are marked by two lofty towers and deep loggias looking on to the central vista. Each block is crowned by a central dome rising, in the northern block, above a spacious entrance hall, and, in the southern block, above a conference hall, surrounded by a suite of official reception rooms. Beyond the Secretariat buildings "Government Court" passes into "Viceroy's Court," which is, in effect, a raised causeway about 600 feet in breadth and 1,300 feet in length, leading up to Government House, the portico of which will be raised some 20 feet, or about 50 feet in all, above the level of "King's Court." Government House itself centres in the great Durbar Hall, with a noble dome recalling the dome of the Pantheon in Rome, which dominates and governs the lay-out of all the surrounding buildings. Round this Durbar Hall are grouped the State rooms and great stairways from the entrance courts on the north and south side, with the private suites in the southern wing and the Legislative Council Chamber and offices for its members in the northern wing, to which a lateral avenue will afford a separate approach. In the rear of Government House there will be a raised garden, walled and terraced in the manner of Moghul gardens, whilst below it, on the level of the surrounding country, a park will be laid out, containing, in the immediate vicinity of Government House, staff houses and quarters with avenues leading, through open glades and woodland, up to the rough shrub and hill trees of the ridge above it and the military cantonments beyond.

Already the work of levelling and clearing and laying out new roads, on which some 20,000 coolies have been engaged throughout the last cold season, has progressed so far that from Raisina one can obtain an excellent survey of the whole lay-out of the new city, which will radiate from its base. To the west, at least of the Taj road, a considerable part of the area which the New Delhi will cover has never been built over in historic times, and the ancient monuments lying to the east of the Taj road are so grouped that it will be easy to enclose them in public parks and gardens, which promise to be among the most beautiful features of New Delhi. Even now there is no dearth of foliage in the old gardens of Delhi and along the old high roads, and those who can remember, some thirty years ago, the waste places outside the walls of Lahore or the desolate stretch of dust heaps and rubbish mounds between the Fort at Agra and the Taj where there are now green swards and leafy avenues, will have no difficulty in visualising the transformation scene which irrigation on the scale now contemplated will bring about in New Delhi. The view from Government House will range from the Moghul city and the gleaming domes and minarets of the Great Mosque, three miles away to the north, to the more distant Kutb and the scarped walls of Tughlukabad in the extreme south. Its front windows will face straight down upon the venerable battlements of Indrapat. The squalid village which had grown up inside the walls has been cleared away, and ultimately the waters of the Jumna, which bathe the southern ramparts, are to be in part diverted so as to surround it, as in olden times, with a broad sheet of water. A stately avenue, leading straight from the northern gate of Indrapat to the "King's Court," will form the chief processional approach to the new Indian Capitol. Thus, the new seat of British Imperial rule will be brought into direct connection with the India of past ages, for the walls of the Purana Kilat, built by a Moghul Emperor, cover the site but have not obliterated the name of Indraprastha, the city founded by the Pandavas after their epic struggle for supremacy in the earliest twilight of Indian history.

Some may regret that the site of the Great Durbar of 1911, which was originally contemplated for the new capital, should have proved impracticable, but those who have a sense of historic continuity will feel that, apart from all other con-

siderations of health, security, and general convenience, the site now adopted links up, as could no other, the India of the present and the future with the India of the past. The speeches made a few weeks ago by unofficial members of the Imperial Council from almost all parts of India in response to the Viceroy's statement as to the expenditure upon New Delhi show that Indian opinion, at least, is ready to respond generously to the great Imperial conception which two distinguished British architects are striving to embody in a shrine of stone and marble not unworthy of an Imperial city abounding in great memories and of an Empire that is unique in the world's annals.

The Nelson Column and Trafalgar Square.

The Times of last Thursday, referring to Mr. Raffles Davison's strictures upon Trafalgar Square, and his ideas for its beautification, agrees that, altered as he suggests, it would no doubt be a noble spot, but—it would not be Trafalgar Square. "The value of the 'show places' in a great and ancient city," *The Times* considers, "does not lie wholly in their artistic beauty. . . . The Nelson Column may be in form ridiculous, but its interest heavily outweighs its ugliness. It speaks with the voice of its own time; that was its period's notion of a hero's monument. It is instinct, it is vitalised, by the innumerable eyes and thoughts that have been turned upon it in the generations. If worthless when new, it has since then acquired merit, which has brought it nearer every year to deserving an immortality of repose. It may be ugly, but it is historic. It has a personality, a character. And we should do well always to bear in mind that taste is as changeable as spring weather. The day may come when the Nelson Column will be hailed by sculptors and architects as the finest extant work in English monumental art. We know now that the eighteenth century, that period of intense artistic vitality and consciousness, robbed us of priceless specimens of English domestic architecture. With the purest intention and with all the knowledge and taste at their disposal, certain ages have worked what we see at the present moment to be irreparable damage to our churches and cathedrals. But we do not yet seem to have grasped the law that governs all such cases—a law that not long ago was touched upon in our columns by Mr. Arthur Benson in connection with the doubtful case of the windows in Winchester College Chapel. Ideas of artistic beauty are fallible and changeable: the cumulative interest of history and of character is, by comparison, changeless and enduring. Except, therefore, where convenience compels it, no age should be permitted to alter or to destroy the work of its predecessors."

Derelict Condition of the Bath Colonnade.

The north side of Bath Street, Bath, famous for its Ionic colonnade, which a few years ago was saved from demolition at the hands of the builder, now threatens to fall into ruins, and those responsible received notice last Saturday that one of the houses must be pulled down or rebuilt at once. *The Times* of the 18th inst. says that since the public agitation to preserve the colonnade and the old houses defeated

the proposal to erect a large hotel on the site, nothing more apparently has been done. For a long time past a mortgage upon the property has been held by the London City and Midland Bank. The buildings were vacated when the hotel was projected, and the street has since been practically derelict. Now serious cracks have appeared in the upper part of No. 9, the house at the extreme west end of the street, and on Saturday night last the Bath Corporation had a considerable space in front of the building barricaded off. On the same day a notice, under the provisions of the Public Health Act, 1875, was served upon the mortgagees requiring them "to take steps within three days to begin to take down, rebuild, or otherwise secure" the house, it being "in a ruinous state, and dangerous to passengers or occupiers of neighbouring buildings."

Open Spaces about Dwelling-houses.

An interesting item in the Annual Report of the Sheffield Society of Architects has reference to the by-law dealing with open spaces in connection with domestic buildings. The Council stated that they submitted draft proposals for a revision of the by-law, and suggested that it should embody the following recommendations: "That the requirement with regard to open spaces at the rear or side of buildings should apply only to dwelling-houses used wholly or principally as places of residence by day and night; that when a dwelling-house is erected upon an upper story of a building the open space required by the by-laws shall be provided upon the level of such story; and that in all cases the distance across the open space shall be governed by the height of that portion of the building which immediately abuts upon this open space." These suggestions were possibly too much at variance with the Model By-laws of the Local Government Board, and the sub-committee of the City Council had not been able to recommend their adoption in their entirety. Until the matter was settled, the Council had resolved that the requirements should not be enforced in the case of buildings other than dwelling-houses, but the benefit of this could only be regarded as temporary, pending a satisfactory alteration of the actual by-law.

The Smoke Nuisance.

Sir Aston Webb, C.B., K.C.V.O., R.A. [F.], is serving on the Departmental Committee which has been appointed by the President of the Local Government Board "to consider the present state of the law with regard to the pollution of the air by smoke and other noxious vapours, and its administration, and to advise what steps are desirable and practicable with a view to diminishing the evils still arising from such pollution." Other members are Mr. Russell Rea, M.P., chairman; Mr. H. Brevitt (town clerk of Wolverhampton), Professor Z. B. Cohen (of Leeds University), Colonel H. Hughes, Mr. T. F. Maccabe (Inspector under the Local Government Board for

Ireland), Lord Newton, Captain H. R. Sankey, Mr. B. Duncomb Sells (general manager of the Machinery Users' Association), Mr. P. C. Simmons, L.C.C.; Mr. E. D. Simon (of Manchester), Bailie W. B. Smith (of Glasgow), Mr. H. O. Stutchbury (principal clerk to the Local Government Board), and Mr. Christopher Turner. The Secretary is Mr. E. A. Faunch, of the Local Government Board.

The Tribunal of Appeal.

The Lord Chancellor has approved of new regulations as to the procedure to be followed in cases of appeal to the Tribunal of Appeal constituted under the London Building Act 1894, the time and notice of appeal, and the fees to be paid (in substitution for the regulations of February 21st 1895). The regulations are now in force. Appeals have to be lodged within one month, or such other period as may be prescribed by particular Acts of Parliament. Appellants and others may appear in person or by counsel, solicitor, or agent. There is a hearing fee of £5 for cases not exceeding five hours in length, and it is provided that "in addition to the above hearing fee, an additional fee of £1 per hour shall be paid by the appellant for each hour or part of an hour occupied in the hearing over and above the first five hours."

Publishers' Announcements.

The third batch, just issued, of Mr. Batsford's charming series of "Fellowship Books" consists of the following six books: "Love," by Gilbert Cannan; "The Meaning of Life," by W. L. Courtney; "Nature," by W. H. Davies; "Trees," by Eleanor Farjeon; "Flowers," by J. Foord; "Poetry," by Arthur Quiller Couch.

The Oxford University Press has in preparation an authorised translation of Signor Rivoira's new book, *Architettura Musulmana sue Origini e Suo Sviluppo*. The translator, Mr. G. McN. Rushforth, has had the advantage of Signor Rivoira's revision. All the illustrations included in the Italian edition will appear in the translation.

Architects' Benevolent Society.

The Chelsea Arts Club have again this year made a donation of £50 to the Architects' Benevolent Society from the profits of the annual fancy dress ball given under the auspices of the club.

OBITUARY.

The late Mr. Thomas Holloway.

At the General Meeting last Monday the Hon. Secretary, Mr. E. Guy Dawber, after the announcement of the losses which the Institute had sustained by death since the previous Meeting, referred to the recent death of Mr. Thomas Holloway: "It would not be fitting," he said, "that at such a Meeting as this we should let pass without reference the great loss which the building industry has suffered by the

death of Mr. Thomas Holloway, the well-known builder. I am sure all of us who have had the pleasure of doing business with Mr. Holloway will bear testimony to his sterling qualities, to his absolute integrity and honesty, and to the kind way in which he has assisted and helped the members of our profession who have had the pleasure—and, I may say, the honour—of being associated with him in the course of their professional duties. (Hear, hear.) Mr. Holloway was well known and esteemed for his great business capacity, and he had the happy knack of making not only his clients, but also the architects who worked with him, his personal friends. I have to move that a message of sympathy and condolence be sent, on behalf of the members of the Institute, to the firm of which he was so distinguished a member, and also to his widow and family."

The resolution was carried, at the instance of the Chairman, by members rising in their places and passing the vote in silence.

Bernard William Hurt Brameld [*Fellow*, elected 1903], whose death was recently announced, was the eldest son of the Rev. G. W. Brameld, vicar of East Markham, and a direct descendant of the makers of Rockingham china. Educated at the Nottingham Grammar School, he subsequently became articled to the late Mr. F. H. Oldham, of Manchester. Shortly after the completion of his articles he entered the office of the City Surveyor of the Manchester Corporation, where he stayed for about sixteen years. Upon leaving the Town Hall he was successful in winning some competitive work, chief of which was the Gainsborough Town Hall and Market Buildings. Entering into private practice, he took into partnership Mr. J. Thorley Smith, and the firm thus constituted built up a varied and successful business. Several town buildings, private houses, and many hotels, the chief of which was the Trafford Park Hotel, were designed and built by them, together with public baths for the Corporation of Eccles, won in open competition. Mr. Brameld was also the patentee of a combined bath and lavatory, which was admirably suited to the limited space so frequently accorded to working-class dwelling-houses.

MINUTES. XIV.

At the Fourteenth General Meeting (Ordinary) of the Session 1913-14, held Monday, 18th May 1914, at 8 p.m.—Present: Mr. H. V. Lanchester, *Vice-President*, in the Chair, 26 Fellows (including 9 members of the Council), 29 Associates (including 1 member of the Council), 5 Licentiates, 2 Hon. Associates, and numerous visitors.—the Minutes of the Annual General Meeting held 4th May 1914, having been published in the JOURNAL, were taken as read and signed as correct.

Mr. Max Clarke [*F.*] referred to the Special General Meeting for the consideration of the Revised Scale of Charges summoned for the 11th May, which had fallen through for want of a quorum, and asked if he should be in order in moving that the further consideration of the matter be deferred till that day six months.

The Chairman, in reply, stated that the Council at their

Meeting that afternoon had decided that the subject should be again brought forward at the Meeting to be held on the 8th June.

The Hon. Secretary announced the decease of Richard Creed, *Fellow*, elected 1882, and Jonathan Tebbs Bottle, *Associate*, elected 1865.

The Hon. Secretary also announced the decease of Mr. Thomas Holloway, the eminent builder, and it was resolved that a message of sympathy and condolence be sent on behalf of the Institute to his widow and family, and also to the firm of Messrs. Holloway Brothers, building contractors, of which he was director.

The Secretary announced that the Council at their meeting of the 4th May, acting pursuant to By-law 12, had unanimously elected Mr. Arthur Davis to the Fellowship of the Royal Institute.

The Secretary also announced that Mr. John George Dunn, of Birmingham, had been reinstated as Associate of the Royal Institute.

The Secretary further announced that the following gentlemen had been nominated by the Council as candidates for membership of the Royal Institute:—As FELLOWS (14): Guy Church [*A.* 1903]; Thomas Oliphant Foster [*A.* 1913], Simla, India; Walter Robert Jaggard [*A.* 1895]; John Kirkland [*A.* 1899]; John Archibald Lucas, F.S.I. [*A.* 1906], Exeter; Henry Seton Morris [*A.* 1909], Rangoon, Burma; George Penrose Kennedy Young [*A.* 1885], Perth; together with the following Licentiates, who have passed the Examination qualifying for candidature as Fellows: Herbert Tudor Buckland, Birmingham; George Felix Neville Clay, B.A. Cantab.; Basil Charlton Deacon, Luton, Bedfordshire; John Henry Beart Foss; James Mitchell White Halley; Edward Haywood-Farmer, Birmingham; Roland Walter Lines, Edmonton, Alberta, Canada. As ASSOCIATES (14): James Gough Cooper [*S.* 1907], Bolton; Harold Lea Fetherstonhaugh [*Special*], Montreal; Philip Capes Harris [*S.* 1910]; George Ernest Hedley [*S.* 1909], Toronto; George Howard Jones [*S.* 1905]; Geoffrey Morland [*S.* 1904], Bromsgrove; James Cecil McDougall, B.Sc., B.Arch. [*Colonial*], Montreal; Arthur Nyton Peckham [*S.* 1907], Simla; Percy Willmer Pocock, Jun. [*S.* 1909]; Wilfred Craven Rhodes [*Colonial*], Toronto; Stanislaus Roarty [*Colonial*], Sydney; Theodore Gilbert Scott [*S.* 1910], Norwich; Edwin Smith, P.A.S.I. [*S.* 1907], Neath, S. Wales; William Symmonds [*Colonial*], Montreal. As HON. ASSOCIATE: Sir William Wyndham Portal, Bart., M.A. Oxon., F.S.A., D.L., J.P. As HON. CORRESPONDING MEMBERS (2): Jules A. E. Brunfaut, Brussels; Ralph Adams Cram, Litt.D., F.A.I.A., F.R.G.S., Boston, Mass.

Mr. William Wallace Friskin, *Associate*, and Frederick Candy Uren, *Licentiate*, attending for the first time since their election were formally admitted by the Chairman.

Mr. T. Raffles Davison [*Hon. A.*] having read a Paper entitled "BEAUTIFUL LONDON," and illustrated it by means of lantern slides, a discussion ensued, and on the motion of Mr. Carmichael Thomas, Chairman of the Executive Committee of the London Society, seconded by Mr. Granville Smith, Mayor of Westminster, a vote of thanks was passed to Mr. Davison by acclamation.

The proceedings closed and the Meeting separated at 10.20 p.m.

COMPETITIONS.

Hythe Concert Hall Competition.

Members and Licentiates of the Royal Institute of British Architects must not take part in the above competition, because the conditions are not in accordance with the published regulations of the Royal Institute for Architectural Competitions.

By order of the Council.

IAN MACALISTER, *Secretary*.

THE CLOISTER OF BELLA PAISE ABBEY, CYPRUS, 1913.

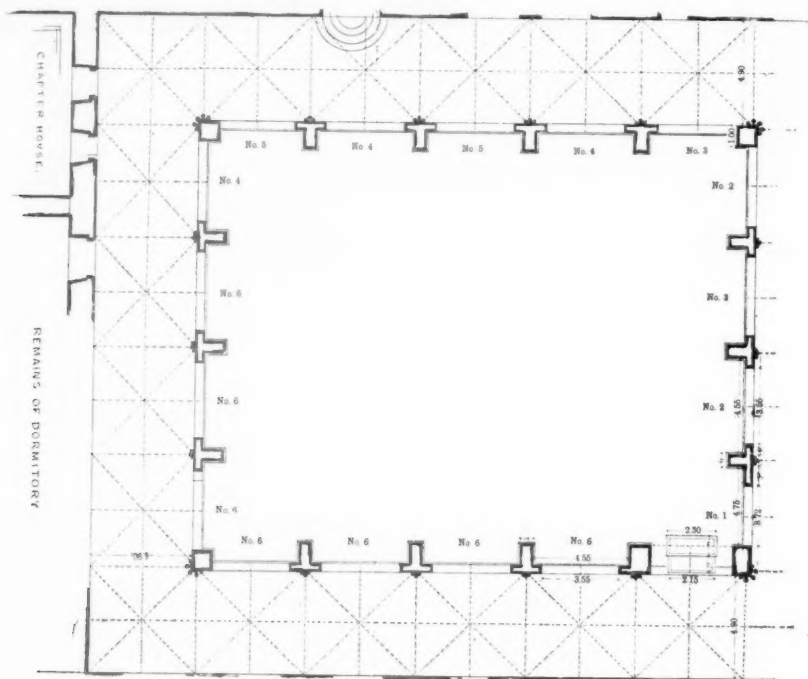
By GEORGE JEFFERY, F.S.A.,

Government Curator of Ancient Monuments, Cyprus.

THE magnificent ruins of the Premonstratensian Abbey of Bella Paise, or De la Paix, in Cyprus, have been described by many travellers in the past three centuries, and within the last fifty years by the architectural students, l'Anson and Vacher (R.I.B.A. TRANSACTIONS, 1883), Camille Enlart (*Art Gothique en Chypre*, 1899), and F. Sesselburg (*Short Monograph*, 1901). Of these descriptions the most important is M. Camille Enlart's, and as far as the history of the monument is concerned there is little to add to his excellent *résumé*.*

The most ancient part of the building is the church, which we hope to refer to on a future occasion.

The ruins of the Abbey, as they stand at the present day, consist of (1) the Church, still used by the orthodox villagers as their parish church, in a sound state of preservation, with the exception of its western porch, or narthex, and not very much injured by its conversion to a religious use for which it was not intended; (2) the Cloister, which although very much ruined is not beyond a restoration on paper such as is attempted in the accompanying illustrations: (3)



Plan of Cloister: Scale about 25 feet to 1 inch.

The Premonstratensian, or Norbertine branch of the Augustinian Order, was founded in the diocese of Laon in 1120; the name being derived from a place pointed out in a vision or dream of S. Norbert, which he therefore termed the *Pré Montré* or *Pratum Monstratum*. The Premonstratensian Abbey of Cyprus, which also takes its name from a place, was founded by Thierry, Archbishop of Nicosia, in 1232, under a brief of Gregory IX. (Cart. S. Sophia No. XXXVI. Pap., briefs Rieti, 9, 4, 1232).

the Refectory, a singularly well-preserved monument; and (4) the remains of the Dormitory, Chapter House, and Commons. One-half of the conventual buildings, comprising the usual abbot's house, guest house, &c., must have been swept away centuries ago, and the neighbouring village doubtless has been built from the now missing portions. A gateway shown in photo No. 1 is probably the entrance to the abbot's house, or guest house, from the *parris* in front of the church. Its marble lintel, which had been knocked

* General Plans of the Abbey will be found in the R.I.B.A. TRANSACTIONS, May, 1883.



Entrance to Guest House and Cloister.

away to allow the passage of camels with loads of stones on their humps, has been restored with gypsum. A terrible disaster occurred to the ruins in 1911, when the eastern side, or wall, of the dormitory fell down to within about 15 feet of the ground. The complete ruin of this portion of the premises was possibly intentional on the part of the stone robbers, who had knocked out the stone from the lower stage of all the buttresses on the east side of the dormitory for the purpose of destroying their support. The remains of the lower part of this wall have been secured, and partly rebuilt to form an enclosure during the recent repair of the ruins.

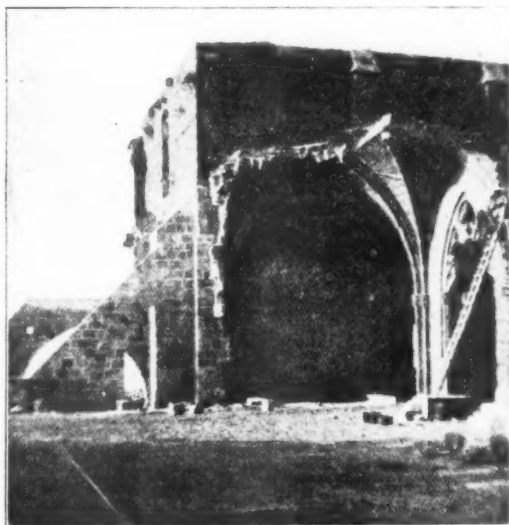
For possibly more than three centuries the ruins have been used as a quarry by the neighbouring villagers, and the cloister and sites of portions removed were turned into vegetable gardens planted with orange trees. This usage entailed the introduction of an immense quantity of earth, transported in donkey loads, and the deviation of a water-course into the precincts for irrigation purposes with obviously disastrous consequences.

During the past year (1913) I have been entrusted by the Government of Cyprus with the task of attempting some little repair and prevention of further decay in these most interesting ruins. In commencing the work, my desire was to avoid anything at all approaching "restoration"—this may, of course, be taken as granted—and I trust that my work will pass the most critical examination in this respect. My operations have been confined to (1) building two great buttresses against the west wall of the refectory, taking the place of the demolished buildings on that side; (2) removing the vegetable growth of centuries, tree roots, &c., from the roof of the refectory, and repairing and recovering the immense vault with

cement; (3) removing many hundred cartloads of earth from the precincts, and draining the ruined area; (4) uncovering the buried ruins of the Chapter House; (5) providing supports for the cloister arcades.

In building the two buttresses and securing the west wall of the refectory, a surprising discovery of the way in which such a structure can exist for centuries in a state of jeopardy was made. The whole of this immense wall, about 40 feet long, about 60 feet high, and averaging about 4 feet thick, stood practically on a mere earth foundation, without footings, and depending for its stability on the north and south walls at its ends. The mass was about 6 inches out of the perpendicular, which only adds to the marvel of its preservation under the circumstances. In addition to the two buttresses, which replace the missing support of the buildings on this side of the abbey, removed some centuries ago, this wall has been carried down to the rock surface, 8 feet below the earth level of the crypt floor, in strong Portland cement concrete. This somewhat hazardous operation, carried out in small sections and with the greatest care, has proved a success in spite of the phenomenal nature of the site which on the north is bounded by a sheer cliff over a hundred feet high.

Until the present year the vaulting of the refectory seems from time immemorial to have been in the condition of a sieve. The rain penetrated at every part, and the mass of earth which had been placed on its outside to stop the leaks not only endangered the structure by its weight but also stopped up all the water channels. The earth has all been cleared away, with roots of trees and masses of vegetation, and the preservation of this remarkable vault has been



Cloister and Site of Guest House.



Roof of Refectory with New Cement Covering.

secured with a thin layer of Portland cement concrete. The mediæval buildings of Cyprus when vaulted in the European manner were never covered with rainproof roofs as in Europe. The vaults were covered on their outsides with "terrazzo," or concrete of small stones, puzzolana, and lime, in the same way as the small Byzantine churches of the natives. This economy in roofing accounts for the total disappearance of the greater number of the mediæval monuments of Cyprus, many of which seem to have been of magnificent proportions and of exceptional interest. To this must be added the fact that although the construction of these edifices was evidently superintended



Remains of the Chapter House.

by European masons, or "architects," the workmanship betrays the very great inferiority of the Byzantine builders employed under such supervision. Bella Païse Abbey is not an exception in this respect. The general structure of the refectory, with the exception of the west wall and vaulting, being in a very satisfactory condition, has not been touched.

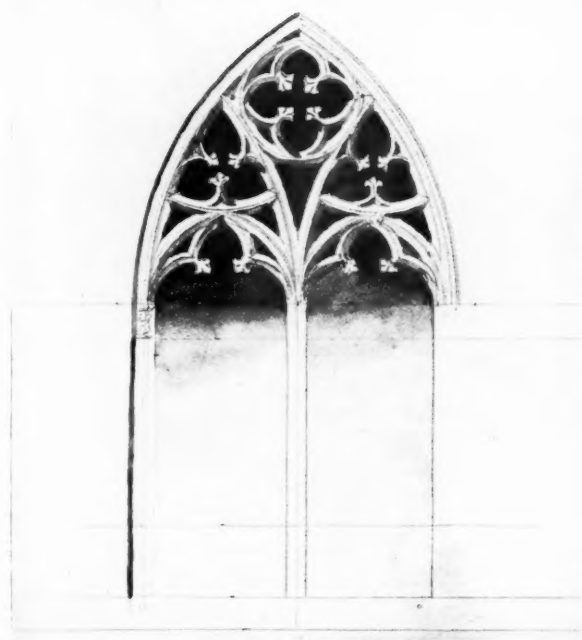
In removing the *débris* of the ruined dormitory and Chapter House, the central column of the latter, with the seats for the monks, came to light. The column, its capital, and the first two springing stones for the central vaulting ribs were found under the earth in the position in which they had fallen. The column and its capital, a rather unusual attempt to imitate a "Corinthian" design by a mediæval artist, are of white marble. Above the capital is a curious cornice with crockets, early fourteenth century in style.



Ruins of the Cloister.

The cloister, the subject of the accompanying illustrations, has been repaired to the extent of rebuilding three shallow buttresses against its western side, which had been torn away by the stone robbers of long ago. This rebuilding was imperative in order to secure the stability of the four arches between them, which stood by themselves (the walk of this side of the cloister having been destroyed) and appeared in a somewhat precarious condition.

The tracery of all the eighteen arches of the cloister has been torn out by the stone robbers in a ruthless manner, but enough of the fragments, and the starting of the tracery curves, remain to allow of a reconstruction of the design. It will be noticed in the accompanying plan of the cloister that the design of the tracery is repeated in a very irregular manner around the enclosure. I presume the western side of the

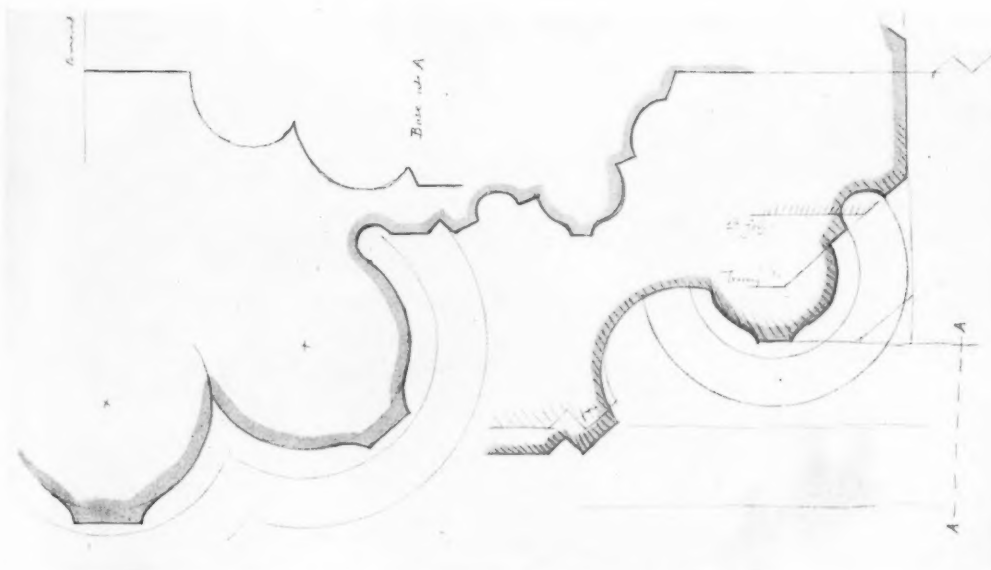


No. 1.
Arch still filled with Tracery.

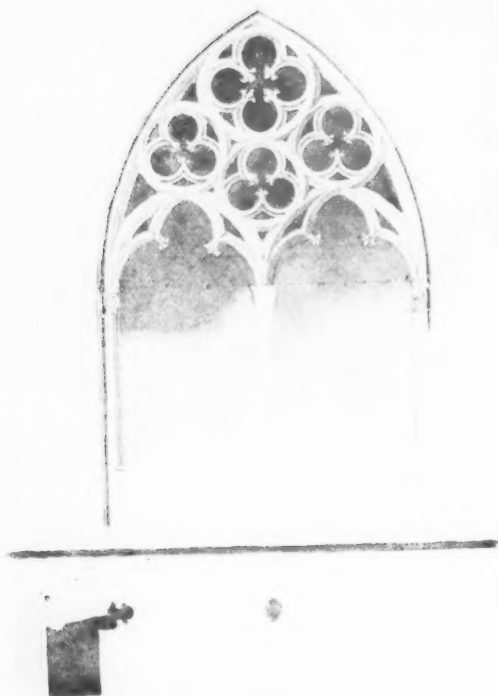
buildings to be somewhat older in date, and the designs Nos. 1, 2 and 3 have a more geometrical character than Nos. 4 and 5, which are evidently by a "flamboyant" hand. The east and north sides I attribute to the latest part of the building and to a very poor style of workmanship, in which the fourteenth-century style of mouldings and stone-cutting is combined with a coarse geometrical design, in a way characteristic of even a much later period of Cypriot art. The design of No. 3 bay is almost identical with No. 2.

Although the vaulting of the cloister is homogeneous with that of the surrounding walls on the north and east sides, the general style of the cloister is suggestive of a much later date. On the south side of the cloister the earlier building of the church has been cut into and slightly altered by the erection of the later additions, and the windows of the north aisle of the church, which were designed without reference to the later development of the Abbey, are now blocked up.

The photos showing the progress of my repairing work will sufficiently explain the extent to which I have been able to clean up the internal area of the cloister and lay bare the buttresses and cills of the openings. In so doing I discovered that



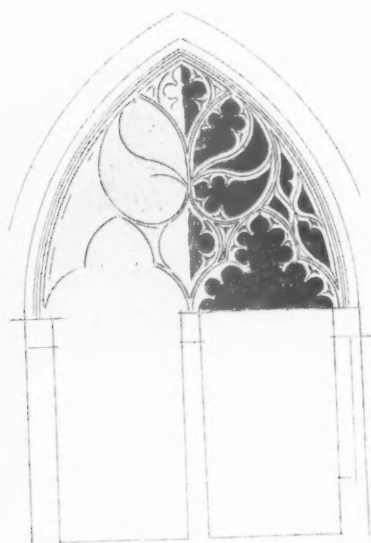
Detail of Mouldings to Tracery and Vaulting Scale, 3 inches to 1 foot.



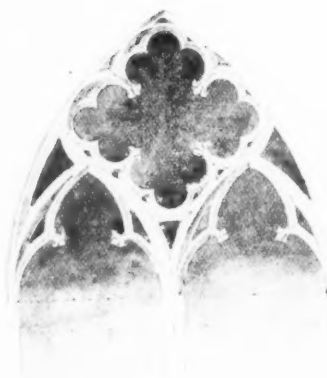
Nos. 2 and 3.



No. 4.



No. 5.

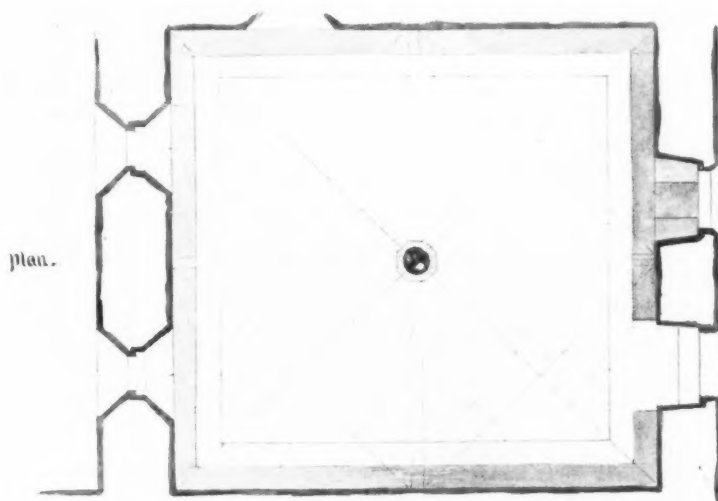


No. 6.

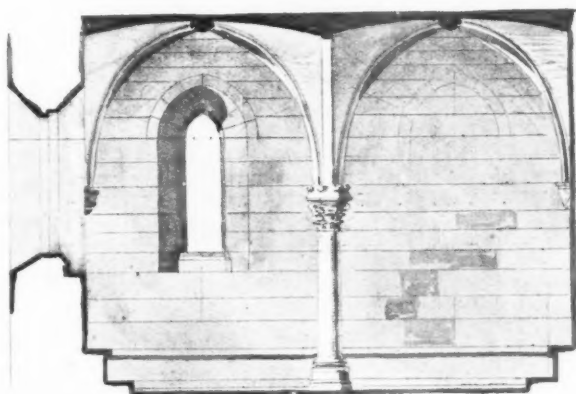
Diagrams of the Tracery from Pencil Studies on the spot. The numbers correspond to the numbers on the Plan.

a kind of stone balustrade had originally occupied the lower portion of the openings, but there was no trace of any part of its design. It very possibly resembled the pierced parapets of Famagusta Cathedral.

the famous "Tomb of Venus" formerly outside the Cathedral of Famagusta, and now decorating an Englishman's grave at Varosha. Both sarcophagi are probably by the same hand and were found in the necropolis of the Cyprian Salamis.



plan.



Bellapaise. Capitulum.

Section.

1/10 inch to 1 foot.

Plan and Section of the Chapter House, from Pencil Sketches on the spot: Scale, $\frac{1}{10}$ inch to 1 foot.

The curious arrangement of two ancient sarcophagi at the north-west corner of the cloister, placed one above the other so as to form a *lavabo* at the main entrance of the refectory, now shows to great advantage since the removal of the earth which buried its base. The richly carved Roman sarcophagus which does duty for a cistern, whence a row of little taps conducted the water into the marble tank of the *lavabo* below, is precisely similar in design and execution to

There still remains some little more to be done in the way of repair to this cloister. During the coming winter I propose to cover over the vaulting, after thorough repair, with the same cement concrete as has proved successful in the case of the refectory roof. A careful eradication of all vegetation from stone joints and gutters will also be effected, and the stability of the monument for future ages will, it is hoped, be secured without disturbing the charm which

all ruined buildings owe to the evidences of old age and Nature's gentle decay. M. Enlart, in his great book on the architecture of Cyprus, has not given a very exhaustive account of this most interesting monument. He does not seem to have noticed the evidences of a true Flamboyant character in the window tracery; he merely says, "des profils montent déjà la décadence de l'art quoique le tracé des remplages soit encore dans le style simple du commencement du XIV^e siècle."

The characteristics of the French Flamboyant style are rare in Cypriot work. As M. Enlart points out in another part of his work, the Spanish influences in the island during the fifteenth century were remarkable, owing perhaps to the presence of more than one princess of the house of Arragon on the Lusignan throne. The general effect of the work at Bella Paise is very reminiscent of Spain, and much more suggestive of Barcelona or Toledo than of Burgundy and Champagne as M. Enlart would make out.

Such a work of art as the Bella Paise cloister is absolutely unique in the Levant at the present day. At one time Cyprus possessed many examples on a far larger scale of such buildings, but they have all passed away leaving no trace. The half royal palace, half convent, of S. Dominic at Nicosia must have been a magnificent monument of Gothic art, but literally not one stone of it survives.

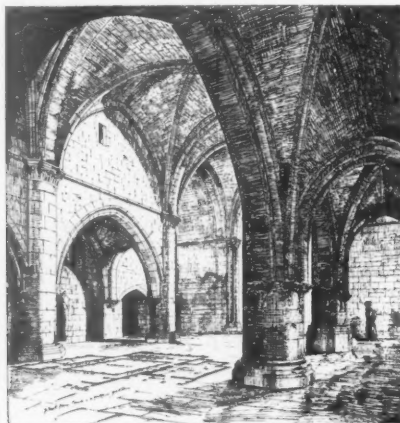
Of the Flamboyant style in Cyprus exceedingly few examples can be cited, and those few are not characterised by the familiar flowing tracery. The only instance of a Flamboyant window surviving to the present day is the large four-light example formerly in the old Konak or Government House of Nicosia, which is now preserved, after the demolition of the palace in 1905, amongst the mediæval relics belonging to the English Government.

The church of S. Catherine, Nicosia (see R.I.B.A.

JOURNAL, 28th July 1906) is a beautiful example of the Cypriot fifteenth century, or later, style, but its Flamboyant character is confined to its richly carved doorways; its windows are of an early geometrical character. The large undulating leafage of the sculpture, and the elaboration of the mouldings, stamp the mason craft in a manner which shows that the fashion of the period was being closely imitated from European models, although there appears a singular absence of one or two important characteristics. In the same way the cloister windows at Bella Paise show an ambition to imitate the later fashion in tracery in examples Nos. 4 and 5, whilst the earlier geometrical designs survive alongside in the rest of the openings. In other words, it is easy enough to see that the design and workmanship of this cloister is only an attempt in the flowing Flamboyant of France and Spain, a style which never really took root in the Levant, and of which there is only this unique example now surviving in Cyprus.

The French *salle capitulaire* or Chapter House seems to have usually been square on plan (see Viollet-le-Duc, and Villard de Honnecourt's *Album*), and not of that detached character which was usual in England. At Bella Paise its position underneath the Dormitory is, perhaps, somewhat unusual. Villard de Honnecourt's plan for a Chapter House is almost identical with the example in Cyprus.

Note on the General Plan.—It should be observed that the Abbey is built on the spur or side of a hill, which on the north side of the buildings forms a cliff about 100 feet high. On the south side towards the hill an artificial moat or dry fosse was doubtless cut in such a way as to prevent any access to the Abbey except across the drawbridge under its machicolated gateway. This dry fosse has subsequently been filled up, and only traces of it remain at its west end.



Bella Paise Abbey, from a drawing by Mr. Sydney Vacher.

of
its
red
cal
che
mp
che
om
lar
In
ise
in
ier
of
to
ter
of
ok
his

use
let-
not
in
ath
ual.
e is

ved
hill,
cliff
the
cut
bey
ted
een
rest